c/c 96000414
(cont.)

X Collection

INDEX

Page: 1

Barcode Number	Box Number	Total of Volumes	Call Number
LIBRARY OF CONGRESS 0 020 534 945 5	336A	132	E182.U5 (1952-1953) no. 1-132
LIBRARY OF CONGRESS 0 020 534 946 7	336B	67	E182.U5 (1953-1954) no. 133-199
LIBRARY OF CONGRESS 0 020 534 947 9	337	121	E182.U5 (1955-1959) no. 1-121
LIBRARY OF CONGRESS 0 020 534 948 0	338A	98	E182.L53-E182.U5 no. 98
LIBRARY OF CONGRESS 0 020 534 949 2	338B	39	E182.U5 (1962) no. 99-137

X-E182
.U5
4 - MAR 20
Copy 1962
#99

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
NAVAL HISTORY DIVISION (OP 09B9)
SHIPS' HISTORIES SECTION

HISTORY OF USS STATEN ISLAND (AGB 5)

USS STATEN ISLAND is named for Staten Island, New York. She was built as an icebreaker by the Western Pipe and Steel Company of San Pedro, California, and delivered under terms of the lend lease program to Russia on 24 February 1944. Given the Russian name "Severny Veter" (NORTHWIND), she served the Russian North Sea Route Command until her ultimate return to the United States. After negotiations, she was returned to United States custody at Bremerhaven, Germany, on 19 December 1951.

STATEN ISLAND was commissioned at Bremerhaven as USS NORTHWIND (AGB 5) on 31 January 1952, Lieutenant Commander E. L. Andronik, USN, in command. She arrived in Boston on 25 February 1952 and entered the Boston Naval Shipyard for overhaul and final fitting out for operations as a unit of the Service Force of the U. S. Atlantic Fleet. While in repair status, 15 April 1952, her name was changed to STATEN ISLAND to avoid conflict in identification with a United States Coast Guard icebreaker NORTHWIND (WAGB 282).

STATEN ISLAND first sailed from Boston on 1 July 1952, picking up Air Force and Navy passengers at Hopedale, Labrador (7-20 July) for transportation to Grenfell Sound, Labrador, and then conducted ice reconnaissance in Frobisher Bay of Baffin Island before her arrival in St. Johns Harbor, Saglek Bay, Labrador on 28 July 1952. She departed Saglek Bay on 4 August as the icebreaker escort for a resupply task group which included DONNER (LSD 20), LST-601, LATIMER (APA 152) and HOIST (ARS 40). The task group was soon in Frobisher Bay where STATEN ISLAND remained for duty as icebreaker for arriving ships until 18 August. She then carried out ice patrol which took her to Lacy Island and Grenfell Sound. She departed the last named port on 30 August and touched Narsarssuak, Greenland, on her way back to the Boston Naval Shipyard where she arrived on 8 September 1952 for overhaul.

STATEN ISLAND remained at Boston until 5 March 1953 when she shifted to Newport, Rhode Island, for a period of refresher training that lasted until 4 April. She put to sea from Boston on 25 April 1953 and picked up mail at St. John's Harbor, Newfoundland, for delivery to the USS EDISTO (AG 89) at ocean rendezvous on 2 May. She then broke ice in Sondre Strom Fjord, Greenland, and on 14 May put into Narsarssuak, Greenland for duty as icebreaker escort for ships arriving at base until 24 May when she departed for ice reconnaisance to Hamilton Inlet and Hopedale, Labrador. She cleared Hopedale on 5 June 1953 and touched Argentia, Newfoundland, on her way back to Boston where she arrived on 10 June 1953.

X-E182
.U5
#100
4 - MAR 20
Copy —— 1962

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
NAVAL HISTORY DIVISION (OP 09B9)
SHIPS' HISTORIES SECTION

HISTORY OF SHIPS NAMED BELLATRIX

USS BELLATRIX (AF 62) a store ship, is the second ship of the Fleet to be named for a star in the constellation Orion.

The first BELLATRIX, built by the Tampa Shipbuilding Company, Tampa, Florida, was originally intended to be the "M. S. Raven," a cargo-passenger ship for the U. S. Maritime Commission. She was converted during construction to a combat-loaded Navy cargo ship and was completed and placed in commission by Commander D. W. Coe, on 17 February 1942. The ship was immediately turned over to Commander W. F. Dietrich, USN, Commanding Officer. She was at that time designated as the "AK 20."

BELLATRIX got underway for the first time on 5 March 1942 and during the following four days underwent a shakedown with speed trials and compass compensation. On 9 March 1942, she got underway for Charleston, South Carolina. As she was approaching Charleston Harbor, she got her first taste of submarine warfare when a torpedo passed her on her port side. However, after a few radical maneuvers she returned to her course and entered Charleston Harbor without any further difficulty and docked at the Charleston Navy Yard on 11 March 1942 to be fitted out.

After a short fitting out period, she got underway on 25 March 1942 and arrived at Norfolk, Virginia, on the 27th. By 8 April 1942, she had received her first combat cargo and passengers, a detachment of Fleet Marines, and on 10 April sailed under sealed orders as part of Task Force 38. On 18 April she passed through the Panama Canal and became part of a convoy headed for the South Pacific. On 23 April, "Davy Jones" came aboard and converted the many Pollywogs into trusty Shellbacks. On 8 May BELLATRIX arrived in Pago Pago Harbor, Samoa. After discharging cargo at Apia, Tongatabu, and Pago Pago, BELLATRIX was underway for Wellington, New Zealand. She arrived at Wellington on 3 June 1942. Present in the harbor were most of the ships of the original Southwestern Pacific Amphibious Force.

A little over a month was consumed while BELLATRIX along with most of the other ships of Task Force 62, which was to eventually attack Guadalcanal, received her combat cargo, fueled, and provisioned. On 22 July 1942 Task Force 62 sortied from Wellington Harbor, New Zealand. From 28 July to 31 July, BELLATRIX unloaded and loaded her cargo as the Task Force made rehearsal landings on Karo Island, part of the Fiji group.

X-E182
.U5
#10
4 - MAR 20
Copy ____ 1962

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
NAVAL HISTORY DIVISION (OP 09B9)
SHIPS' HISTORIES SECTION

HISTORY OF USS LOUGH (DE 586)

USS LOUGH (DE 586) is named in honor of Ensign John Cady Lough, U. S. Naval Reserve.

John Cady Lough was born in Genesee, Illinois on 22 November 1915, the son of Ruth G. and George H. Lough. He graduated from the Illinois Wesleyan University at Bloomington and enlisted in the U. S. Naval Reserve at Robertson, Missouri, on 2 December 1940. After elimination flight training at the Reserve Aviation Base at Robertson he was transferred to the U. S. Naval Air Station at Pensacola, Florida. Here Lough was discharged on 6 March in order to accept an appointment as aviation cadet and commenced his training which was completed at the Naval Air Station at Miami. He was commissioned Ensign to rank from 18 August 1941 and trained with the Advanced Carrier Training Group at Norfolk until 16 February 1942 when he was ordered to report to Scouting Squadron SIX on board the famed aircraft carrier ENTERPRISE (CV 6). He perished on 4 June 1942 after piloting his plane from the deck of the ENTERPRISE to assist in defeating the powerful Japanese invasion fleet in the historic Battle of Midway.

Ensign Lough was posthumously awarded the Navy Cross for extraordinary heroism and courageous devotion to duty in the Battle of Midway. Participating in a devastating assault against a Japanese invasion fleet, Ensign Lough, with fortitude and resolute devotion to duty, pressed home his attacks in the face of a formidable barrage of anti-aircraft fire and fierce fighter opposition. His gallant perseverance and utter disregard for his own personal safety were important contributing factors to the success achieved by our forces and were in keeping with the highest traditions of the United States Naval Service.

USS LOUGH (DE 486) was built by the Bethlehem Steel Company of Quincy, Massachusetts. Her keel was laid 8 December 1943 and she was launched 22 January 1944, under the sponsorship of Miss Rose Anne Lough, sister of Ensign John Cady Lough, U. S. Naval Reserve. The ocean escort was placed in commission at the Boston Naval Shipyard on 2 May 1944, Lieutenant Commander Blaney C. Turner, USNR, in command.

LOUGH departed Boston on 20 May 1944 for shakedown training cruise to Bermuda, followed by alterations in the Boston Naval Shipyard and duty in the lower Chesapeake Bay to provide afloat instructions for the prospective officers and crews of other destroyer escorts scheduled to be commissioned. She also made two escort runs up the coast to New York and return to Norfolk before 21 July when she departed with twelve other escorts of Task Force 64 to guard 68 merchant ships of Convoy UGS 50, bound for Bizerte, Tunisia. At sea, on 9 August, she placed a medical officer on board SS WILLIAM PACKER

X-E182
.U5
4 - MAR 20
Copy 1962
#102

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DIVISION OF NAVAL HISTORY (OP 09B9)
SHIPS' HISTORIES SECTION

HISTORY OF USS STRIBLING (DD 867)

USS STRIBLING (DD 867) perpetuates the name of the former USS STRIBLING (DM 1) (ex-DD-96), which was named for Rear Admiral Cornelius Kinchiloe Stribling. Stribling was born in South Carolina 22 September 1796, and entered the Navy as a midshipman on the date of the declaration of war by the United States against Great Britain, 18 June 1812. During the War of 1812, he served in MACEDONIAN, and later in MCHAWK, on Lake Ontario. In MCHAWK, he took part in the attack on Kingston, Ontario, 9 November 1812.

Returning to MACEDONIAN, he cruised to the Mediterranean in the squadron commanded by Stephen Decatur, and took part in the actions against the Algerines in 1815. He was transferred to CONSTELLATION, and in her returned to the United States at the end of 1817. His next service was in the West Indies in suppression of piracy, where he served in HORNET, PEACOCK, JOHN ADAMS, and CONSTELLATION. In April 1823, commanding two barges on the Cuban coast, he captured the pirate schooner PILOT after a running fight.

During the Mexican War, he served in OHIO on the Pacific Station, and took part in operations and captures of towns on the west coast of Mexico and lower California.

Stribling served as Superintendent of the Naval Academy from 1851 to 1853, and as one of the first to head the institution, contributed much to its firm establishment as well as its growth.

Stribling next commanded SAN JACINTO, then the Pensacola Navy Yard, and in 1859 sailed to command the Asiatic Station. Returning in 1861, he faced the problems of the Civil War as so many other southerners in naval service had to do, and resolved to continue his federal service. In this year, he was officially retired for long service, but the needs of his country in the war led to his being recalled to active duty as commander of the Philadelphia Navy Yard, and later of the East Gulf Blockading Squadron. Following the war, he served on the Light House Board, and other important commissions in the Navy Department. He left active naval service 18 September 1871, and died at Martinsburg, West Virginia 17 January 1880.

USS STRIBLING (DD 867) was built by Bethlehem Steel Company at its State Island, New York, Works. Her keel was laid 15 January 1945, and she was launched 8 June 1945, sponsored by Mrs. W. Hunter Powell, great-granddaughter of Rear Admiral Stribling. She was placed in commission 29 September 1945, with Commander J. D. Buckeley serving as her first commanding officer. After brief shakedown at Guantanamo Bay, Cuba, STRIBLING reported to Key West, where she served as flagship of the squadron attached to the Fleet Sonar School.

X-E182
.U5

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
NAVAL HISTORY DIVISION (OP 09B9)
SHIPS' HISTORIES SECTION

4 - MAR 20
Copy ___ 1962
#103

HISTORY OF USS YUKON (AF 9)

USS YUKON (AF 9) was obtained by the Navy in 1920 shortly after her construction in the Moore Shipbuilding Company's yards at Oakland, California. Due to the large reduction in the American Navy, the activity of the vessel was limited until 1939.

From December 1939 to January 1940, YUKON underwent a partial re-conversion in the Brooklyn Navy Yard, and on 19 January 1940 the vessel was re-commissioned and assigned to duty with the U. S. Atlantic Fleet Service Force. She made voyages to the West Indies, Trinidad, Bermuda, and Iceland, delivering cargo to and from the United States. On 23 January 1942, she was partially disabled because of a casualty to the main air pump and after undergoing repairs at Reykjavik, Iceland, she returned to the United States on 28 March 1942 and continued her cargo voyages.

A few hours out of Sydney, Nova Scotia, on 23 July 1943 YUKON suffered a collision with the S.S. EL MIRLO. YUKON received considerable damage to the port side and upon arriving at Argentia, Newfoundland, she received temporary repairs. Permanent repairs were made at Boston, Massachusetts, upon her return to the United States on 5 August 1943.

YUKON got underway from Hampton Roads, Virginia, for Mediterranean ports on 14 July 1944, as a member of Convoy UGS-48. She arrived in Naples Bay, Italy, on 3 August 1944 and the following day moved to Castellamare Bay where she provisioned units of the U. S. Navy Amphibious Invasion Force then awaiting to make the invasion of Southern France. She departed on 5 August with a westbound convoy and arrived at Boston, Massachusetts, on 28 August.

One of the Army's outposts in Greenland required provisioning and with this in view, the Army Service Forces chartered a Danish merchant ship with an ice-breaking bow to deliver cargo to their outpost. But due to the lateness of the season the Danish skipper refused to make the voyage and the Army Service Forces made an appeal to the Navy Department for a vessel to bring relief to the personnel of this army base. USS YUKON was designated for this task.

On 5 September 1944 she started the race with the annual freeze at Ikateq Fiord within the Arctic Circle. By the time YUKON arrived at Ikateq the freeze was dangerously close, nevertheless the unloading of cargo was begun and after five days the cargo was successfully discharged without mishap.

X-E182
.U5
104
4 - MAR 20
Copy ___ 1962

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
NAVAL HISTORY DIVISION
SHIPS' HISTORY SECTION

HISTORY OF USS LSM-335

USS LSM-335 was built by the Pullman Standard Car Manufacturing Company, Chicago, Illinois. The keel of the Medium Landing Ship was laid 26 July 1944 and she was launched on 10 November 1944. She was placed in commission at the Naval Armory Pier at Chicago on 9 December 1944, Lieutenant Joseph S. Kaufman, USNR, in command. She departed Chicago on 18 December and made her way down the Mississippi River to New Orleans, thence to Galveston, Texas. Arriving in the last named port on 13 January 1945, she completed shakedown training out of that port into the Gulf of Mexico, then sailed from Gulfport, Mississippi on 5 February 1945, bound for the Pacific.

LSM-335 transited the Panama Canal and reached San Diego on 26 February for operations in local waters until 17 March 1945. On the 26th of March she arrived in Pearl Harbor from the West Coast to train United States Marines in amphibious warfare landing operations in Hilo and Hapuna Bays. She left the Hawaiian Islands astern on 11 May 1945 bound with cargo and 25 Navy passengers by way of Eniwetok Atoll to Guam in the Marianas Islands. She entered Apra Harbor of Guam Island on 29 May and put to sea the next day for San Pedro Bay, Leyte, Philippine Islands. Reaching her destination on 4 June, she was again underway on the 19th for Tulagi Harbor, Florida Island, Solomon Islands, where she arrived on 30 June 1945. After landing operations on West Kukum Beach of Guadalcanal, she sailed from there on 2 July with vehicles and Navy passengers, thence by way of the Kukum Ship Docks and Banika Island, Russell Islands to Eniwetok Atoll in the Marshalls. On 3 July she departed Eniwetok to touch at Saipan Harbor in the Marianas; San Pedro Bay in the Philippines, thence to Buckner Bay, Okinawa, where she arrived on 6 September 1945. She put to sea on the 12th and debarked 53 Marine passengers in Apra Harbor of Guam Island on the 19th. She then touched at Buckner Bay, Okinawa on her way to Tientsin, China, where she arrived on 30 September 1945.

LSM-335 served the occupation forces at Tientsin until 24 November 1945 then sailed by way of Jinsen, Korea; Guam, Marianas Islands; and Pearl Harbor to Seattle, Washington. She anchored in Elliott Bay at Seattle on 15 January 1946 and entered the yard of the Commercial Iron Works of Portland, Oregon on 14 February for inactivation overhaul. On 10 April she steamed down river to Astoria, Oregon, where she was decommissioned on 16 May 1946 and placed in the Columbia River Group, U. S. Pacific Reserve Fleet. In June 1951 she was turned over for operations by the Military Sea Transportation Service as USNS LSM-335.

X-E182
.U5
4 - MAR 20
Copy 1962
#105

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
NAVAL HISTORY DIVISION (OP 09B9)
SHIPS' HISTORIES SECTION

HISTORY OF USS PINOLA (ATA 206)

USS PINOLA (ATA 206) was named for "Pinoli", a chief of the Pinalenos Band of the Chiricahua Apache Tribe who finally were settled with other sub-divisions of the Apache Tribe, on the San Carlos and Fort Apache Reservations.

PINOLA was built by the Gulfport Shipbuilding Corporation of Port Arthur, Texas. Her keel was laid in August 1943 and she was placed in commission as USS ATA-206 at Port Arthur on 10 February 1945, Lieutenant (jg) N. G. Neault, USN, in command.

PINOLA completed shakedown on 10 March 1945, then steamed to Gulfport, Mississippi, where she picked up YF-754 for towing to San Diego, thence to Pearl Harbor. She left Pearl Harbor astern on 11 May with ARD-21 in tow for Guam. From the latter port she sailed on 5 July to base her operations from Chimu Wan Harbor, Okinawa, where she arrived with a dump scow and another barge in tow the 15th. Local towing and salvage operations in the vicinity of Buckner Bay kept her busy for the remainder of the War. On 22 July 1945 she salvaged an Army dredge off a coral reef in Buckner Bay and a gasoline tanker was later floated off a coral reef in Chimu Wan Harbor. She left Okinawa astern for Subic Bay in the Philippines on 30 January 1946. Here she picked up a lend-lease dredge for towing to Melbourne, Australia. That dredge sank of an unknown cause while being towed on 20 February 1946 and PINOLA returned to San Pedro Bay in Leyte Gulf. Here she took YD-121 in tow for a long voyage past the Marianas and Marshall Islands to Pearl Harbor. She returned to San Diego and was placed out of commission in reserve on 4 October 1946.

PINOLA was recommissioned on 10 January 1949 and was assigned under Service Squadron One of the U. S. Pacific Fleet to serve primarily for towing target sleds for surface gunnery exercises for the Fleet Training Group based at San Diego, California. This service was intervened by a cruise made during 2 August 1954-27 March 1955 to Sasebo, Japan and return. During this tour of duty in the Far East she operated out of Sasebo as a unit of Service Squadron Three. She was awarded the Battle Efficiency Plaque for being in the top 15 per cent of her competitive class during the fiscal years 1953 and 1954. PINOLA was decommissioned on 6 April 1956 and is scheduled for transfer to the Republic of Korea on 2 February 1962 under the Military Assistance Program.

PINOLA earned the Navy Occupation Service Medal (Asia) for service during 2 September 1945-30 January 1946.

X-E182
4 - MAR 20
Copy 1962
#106

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
NAVAL HISTORY DIVISION (OP 09B9)
SHIPS' HISTORIES SECTION

HISTORY OF USS WHITLEY (AKA 91)

USS WHITLEY (AKA 91) was named for counties in the states of Indiana and Kentucky. She was built under a Maritime Commission contract by the Moore Drydock Company, Oakland, California, and launched 22 June 1944, under the sponsorship of Mrs. John R. Reilly. The attack cargo ship was placed in commission at Oakland on 21 September 1944, Commander Albert C. Thompson, USNR, in command.

WHITLEY had booms and cargo gear powerful enough to lift the heaviest cargo (trucks, half-tracks, carry-alls, bull dozers, armored tractors and heavy field pieces) and her living spaces, quarters and equipment were such as to make her self-sufficient for the crew and troops for months at a time. Twenty-four boats of the 23-ton LCM class and the 6-ton LCVP class were loaded to do their job of carrying the cargo and men from the ship to the point of invasion. A specially trained group of officers and men were on board as a "boat crew" to handle this most important part of amphibious warfare.

WHITLEY conducted shakedown training in local waters out of San Diego and cleared that port on 3 November to complete loading at San Francisco. She departed San Francisco on 9 November 1944 and arrived in Pearl Harbor with military cargo on the 27th. She commenced amphibious warfare training and tactical maneuvers in the Maui Island Area on 9 December and conducted experimental work with the Fifth Marine Division on the 16th when she tested the possibility of the LCM(3) landing craft carrying and landing the 71,000-pound A4-M3 Medium Tanks. Sometimes the phase of a practice operation called for a pre-dawn landing. The working of the booms, the manning of the boats and the maneuvering of the ship had to be accomplished in complete darkness. Men had to learn the importance of knowing their gear, and of working quickly, efficiently and safely. While her landing parties were "hitting the beach," WHITLEY conducted experiments to find the most practicable way to handle different types of cargo and heavy gear.

On 27 January 1945 WHITLEY sailed as a part of Rear Admiral Hill's Transport Group which dropped anchor in Eniwetok Lagoon of the Marshall Islands on 5 February to take supplies and fuel aboard. On 7 February the task force was bound for the Saipan-Tinian area of the Marianas where final staging and rehearsals were held for the forthcoming invasion of Iwo Jima. WHITLEY departed Saipan on 16 February and arrived in the transport area off Iwo Jima near daybreak of the 19th. Here she disembarked rocket troops, dogs, and cargo of the Fifth Marine Division, 27th Marine Corps. She opened fire on two enemy planes the night of 23 February and all her cargo was ashore by the night of the 27th when she made rendezvous with a convoy bound for the New Hebrides Islands and Guadalcanal in the Solomons.

X-EL8
.U5
#107
4 - MAR 20
Copy ____ 1962

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
NAVAL HISTORY DIVISION (OP 09B9)
SHIPS' HISTORIES SECTION

HISTORY OF USS KOKA (ATA 185)

KOKA is a phonetic spelling for "Coca", a former Indian village in Southern Arizona.

KOKA was built by the Livingston Shipbuilding Company of Orange, Texas. She was launched on 11 September 1944 and commissioned as USS ATA-185 at the City Dock of Orange on 17 November 1944, Lieutenant (jg) Woodrow Sullivan, USN, in command. After loading stores, fuel and ammunition she shifted to Bolivar Roads of Galveston, Texas, on 22 November for shakedown training in the Gulf of Mexico until 14 December 1944 when she sailed for the Pacific.

KOKA arrived in Coco Solo on 20 December and reported to the Panama Sea Frontier for further routing. She departed Balboa on 3 January 1945 in a convoy of four War Shipping Administration Tugs, towing four sections of ABSD-5 and three carfloats. The convoy reached Eniwetok in the Marshall Islands on 26 February 1945 and KOKA departed that base on 10 March, towing the carfloats YCF-39 and YCF-690 towards Guam in the Marianas Islands. On 10 March the 261-foot YCF-39, battered by heavy seas, showed signs of breaking up and about two hours before daybreak, broke in two about 150-feet from the bow. The bow section floated vertically with the deck load gone but the stern section appeared in good condition with deck cargo secure and was taken in tow, stern first. KOKA entered Apra Harbor of Guam Island on 13 March with the stern section of YCF-39 and YCF-690. She shifted YCF-690 to Tanapag Harbor of Saipan on 17 March and touched Apra Harbor on the 20th to act as retriever for a tow convoy bound for Ulithi, Caroline Island, where she reported to Service Squadron Ten on 23 March 1945. She put to sea on 3 April to take tow of a power barge at Eniwetok for delivery to Apra Harbor, Guam, where she arrived on the 23rd.

KOKA arrived in Ulithi Lagoon on 4 May and took USS BARITE (IX 161) in tow on the 15th for Tanapag Harbor of Saipan where she arrived the 19th. She was back in Ulithi on 24 May to take tow of an army tug and a pontoon barge for Saipan, then cleared Tanapag Harbor on 13 June 1945 with a barge in tow for Kerama Retto, Okinawa, where she arrived 6 days later. She was back at Saipan on 30 June and shifted to Apra Harbor of Guam Island on 2 July for local operations including the towing of target sleds for the gunnery practice of cruiser DULUTH (CL 87) and other local towing assignments as a unit of Service Squadron Twelve.

KOKA departed Guam on 4 August 1945 and arrived in Naha Harbor of Okinawa on 11 August 1945 with two barges in tow. She continued to operate as a unit of Service Squadron Twelve in Buckner Bay areas,

X-E182
.U5
#108

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
NAVAL HISTORY DIVISION (OP 09B9)
SHIPS' HISTORIES SECTION

4 - MAR 20
Copy — 1962

HISTORY OF USS FENTRESS (AK 180)

USS FENTRESS (AK 180) was named for a county in Tennessee and built by the Kaiser Company, Incorporated, Richmond, California. She was launched on 10 March 1945 under sponsorship of Mrs. G. M. Ellis of 865 York Avenue, Oakland, California. The ship was acquired by the Navy from the War Shipping Administration on 4 May 1945 and commissioned that same day, Lieutenant George T. Malley, USNR, in command. After shakedown exercises out of San Diego she arrived in San Francisco on 12 June 1945. She spent 14-19 June loading and dumping 890 tons of defective ammunition at sea, then loaded cargo at Oakland.

On 27 June FENTRESS stood out of San Francisco Bay bound by way of Seeadler Harbor, Manus, Admiralty Islands, to Humboldt Bay, Hollandia, New Guinea. She reached Humboldt Bay on 23 July 1945 to exchange cargo, then made her way to Subic Bay where she delivered her refrigerated cargo to units of Task Force SEVENTY-FOUR. During the following months she carried passengers and freight between the Philippine ports of Tacloban, Cebu City, Manila, Magarin Bay and Batangas.

FENTRESS steamed out of Subic Bay on 24 January 1946 and arrived in Yokosuka with cargo for the occupation forces on 2 February 1946. Here she removed all naval gear preparatory to being returned to the control of the War Shipping Administration. She was decommissioned on 20 February 1946 and turned over to the Army Occupation forces for operations by Japanese Merchant Marines under control of the Supreme Allied Commander in Japan. Thus she remained under Army Control until reacquired by the Navy on 1 July 1950 for operations by the Military Sea Transportation Service as USNS FENTRESS (T-AK 180).

ORIGINAL STATISTICS

LENGTH OVERALL:	338 feet, 6 inches
EXTREME BEAM:	50 feet
TRIAL DISPLACEMENT:	7.125 tons
Limiting Draft:	21 feet, 1 inch
TRIAL SPEED:	11.5 knots
DESIGNED TOTAL ACCOMMODATIONS:	
Officer:	15
Enlisted:	70
ARMAMENT:	(1) 3-inch .50 caliber
CARGO CAPACITY:	
Non-refreigerated:	227,730
Refrigerated:	9,830

Compiled & stenciled 12 Jan 1962 (kee)

X-E182.05

#109

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
NAVAL HISTORY DIVISION (OP 09B9)
SHIPS' HISTORIES SECTION

HISTORY OF USS KANKAKEE (AO 39)

USS KANKAKEE (AO 39) is named for the Kankakee River which flows in Indiana and Illinois. She was built by the Bethlehem Steel Company in the Sparrow Point Yard, Maryland, where she was launched on 24 January 1942 as the merchant tanker SS COLINA, under the sponsorship of Mrs. D. A. Little of Dallas, Texas. She was acquired by the Navy through purchase arranged by the Maritime Commission on 31 March 1942, named KANKAKEE (AO 39), and completed fitting out in the Norfolk Navy Yard where she was placed in commission on 4 May 1942, Commander William H. Mayes, USN, in command.

KANKAKEE departed Norfolk on 1 June 1942 to take on a cargo of fuel oil at Baton Rouge, Louisiana, thence to the Panama Canal where she pumped her cargo ashore before proceeding to the Mare Island Navy Yard for alterations in preparation for service in the southwest Pacific. She left the coast of California astern on 27 August and arrived in Noumea, New Caledonia, on 18 September to commence duty under Commander Service Force, South Pacific. Alternating between Noumea, New Caledonia; the New Hebrides Islands, and the Fiji Islands, she spent the next months refueling the task forces and convoys engaged in the bitter struggle for the Solomon Islands. She cleared Noumea on 17 April 1943 and arrived at San Pedro, California, on 3 May for overhaul that was completed by 19 June 1943.

KANKAKEE returned to Noumea from the West Coast on 8 July 1943. On the 25th, she fueled the British aircraft carrier VICTORIOUS and other ships. Much of her time was taken up on fueling station off Efate Island and Espiritu Santos Island, New Hebrides Islands, intervened by fueling and cargo and passenger runs to Guadalcanal and Purvis Bay, Florida Island. She conducted fueling at sea to the east of New Ireland for destroyer task groups bombarding Rabaul and Kavieng during 19 February-4 March 1944 and carried out a similar mission during 22-30 March 1944 as a unit of a task group of three fleet oilers guarded by three destroyers. She arrived in Majuro Atoll Lagoon from the New Hebrides Islands on 7 May 1944, then proceeding to Pearl Harbor where she loaded cargo and departed on 7 June. The next two weeks were spent in ocean approaches to the Marianas Islands where she fueled escort craft engaged in the Saipan landings. This operation came to an end on 25 June when she touched at Eniwetok Atoll in the Marshall Islands, thence by way of the Hawaiian Islands to San Diego where she arrived on 14 July 1944 for overhaul.

KANKAKEE departed the West Coast on 24 August 1944 and touched the Hawaiian and Marshall Islands on her way to the Palau Islands where she acted as senior fueling tanker until 1 November. She then shifted to base at Ulithi in the Caroline Islands to support warships engaged in

X-E182
.U5

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
NAVAL HISTORY DIVISION
SHIPS' HISTORY SECTION

4 - MAR 20
Copy — 1962
#110

HISTORY OF SHIPS NAMED PLUNGER

USS PLUNGER (SS(N) 595) is the third ship of the Navy named in commemoration of the first submarine authorized for the United States Navy.

The first submarine torpedo boat to be authorized by the United States Congress was provided for in the Act of 3 March 1893. This was the original PLUNGER which was contracted for with the Holland Torpedo Boat Company on 13 March 1895. This boat was never accepted and the contract was cancelled in April 1900, the amount previously appropriated toward her construction being credited on a new contract of 19 November 1900. This new contract was for a new PLUNGER (SS 2), payment being made out of the appropriation of 1893 in the amount of $200,000.

The original PLUNGER was built by the Columbian Iron Works of Baltimore, Maryland. This firm was a subcontractor for the J. P. Holland Torpedo Boat Company. Her keel was laid 23 June 1896 but she was never accepted by the Navy. Her design called for a length overall of 85 feet, 3 inches; extreme beam, 11 feet, 6 inches; normal displacement, 149 tons; mean draft, 11 feet, and a submerged displacement of 168 tons. Her designed complement was 1 officer and six men; designed depth 75 feet, surface speed, 15 knots; submerged speed at a six hour rate, 8 knots. She was to be armed with two 18-inch torpedo tubes and to carry 5 torpedoes.

The first PLUNGER (SS 2) was built at the Crescent Shipyard, Elizabethport, New Jersey, subcontractor for the Holland Torpedo Boat Company. Her keel was laid 21 May 1901 and she was launched 1 February 1902, under the sponsorship of Miss Ernestine Wardwell of Baltimore, Maryland. The second submarine of the United States Navy, PLUNGER (SS-2) was commissioned at the Holland Company dock, New Suffolk, Long Island, New York, on 19 September 1903, Lieutenant Charles P. Nelson, USN, in command.

PLUNGER (SS 2) had a length overall of 63 feet, 10 inches; extreme beam, 11 feet, 11 inches; normal displacement, 107 tons; mean draft, 10 feet, 7 inches; submerged displacement, 123 tons; designed complement, 1 officer and six men; designed depth of 150 feet. She was armed with one 18-inch torpedo tube and designed to carry five torpedoes.

PLUNGER tried out her abilities, armament and machinery from the Naval Torpedo Station, Newport, Rhode Island. A typical daily remarks page reads: "Put torpedo in tube with war nose in. Left dock at 9:45 a. m., and made submerged and surface run with cap open to determine whether the travel of the boat through the water would arm the war nose. Returned to slip at 12:40 p. m. and upon examination of war nose found it

X-E182
U5

4 - AUG 22
Copy ___ 1962 #

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
NAVAL HISTORY DIVISION (OP 09B9)
SHIPS' HISTORIES SECTION

HISTORY OF USS MYLES C. FOX (DDR 829)

USS MYLES C. FOX (DD 829) is named in honor of First Lieutenant Myles Crosby Fox, United States Marine Corps.

Myles Crosby Fox was born in New York City on 13 October 1918. A graduate of Williams College, he first served as an enlisted man in the Marine Corps Reserve before accepting appointment as Second Lieutenant. On 11 April 1942, he accepted a commission as a First Lieutenant in the Marine Corps.

First Lieutenant Myles Crosby Fox was awarded the Navy Cross posthumously for extraordinary heroism while attached to a Marine Raider Battalion during the seizure of Tulagi, Solomon Islands, on the night of 7-8 August 1942. When a hostile counter-attack threatened to penetrate the battalion line between two companies, First Lieutenant Fox, although mortally wounded, personally directed the deployment of personnel to cover the gap. As a result of his great personal valor and skillful tactics, the enemy suffered heavy losses and their attack was repulsed. His dauntless devotion to duty upheld the highest traditions of the United States Naval Service. He gallantly gave up his life in the defense of his country.

USS MYLES C. FOX (DD 829) was built by the Bath Iron Works Corporation of Bath, Maine. Her keel was laid 14 August 1944 and she was launched on 13 January 1945, under the sponsorship of Mrs. James C. Fox, mother of First Lieutenant Myles Crosby Fox, U. S. Marine Corps. The destroyer was commissioned in the Boston Naval Shipyard on 20 March 1945, Commander John S. Fahy, U. S. Navy, in command.

MYLES C. FOX completed tests and calibration of equipment in Massachusetts Bay, then set course from Boston on 4 May 1945 for shakedown training in Cuban waters. She returned from this cruise on 10 June to carry out fighter director training exercises in conjunction with the Combat Information Center Training Center, Brigantine, New Jersey. On 5 July 1945 she passed out to sea to transit the Panama Canal and touched San Diego on her way to the Hawaiian Islands. She reached Pearl Harbor on 28 July and spent the following days in night shore bombardment, motor torpedo boat attack practice, night fighter direction drills, and repelling simulated air attacks and carrying out fighter director interceptions. This duty continued until 10 August 1945 when she departed Pearl Harbor in company with five other destroyers, two cruisers and the attack aircraft carrier ANTIETAM (CV 36), bound for the Marshall Islands. While enroute the afternoon of 14 August 1945, she received official notification of cessation of offensive action against Japan.

LIBRARY OF CONGRESS

A-E182
U5
4 - AUG 22
Copy 1962
#112

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
NAVAL HISTORY DIVISION (OP 09B9)
SHIPS' HISTORIES SECTION

HISTORY OF USS BROWN (DD 546)

USS BROWN (DD 546) is named in honor of Quartermaster George Brown, U. S. Navy.

George Brown entered the Navy as a Seaman on board the "Lucky Little ENTERPRISE" at Malta, on 8 July 1803. He first served under Lieutenant Isaac Hull as one of the gallant crew of that famous schooner which guarded ships of American commerce from Barbary pirates along the coast of Spain as well as from Tripolitan warships that cruised the Mediterranean. Lieutenant Stephen Decatur, Jr., exchanged commands with Lieutenant Isaac Hull on 9 November 1803, Brown having been promoted to Quartermaster only five days earlier.

On 23 December, ENTERPRISE captured the infamous ketch MASTICO who had slipped from her moorings in Tripoli Harbor with intentions of sailing to Constantinople. Brown volunteered as a member of the crew of this infamous ketch which was fitted out at Syracuse and renamed INTREPID by Commodore Preble.

On 3 February 1804 INTREPID, with the gallant Decatur in command, sailed for the coast of Tripoli. On the night of 16 February 1804 the brave men entered the harbor in the 4-gun schooner of sixty tons and made their way to the captured United States Frigate PHILADELPHIA which lay within half-gunshot of the Bashaw's castle and the principal shore battery. Two enemy cruisers were close on her starboard quarter and the enemy gunboats lay off her starboard bow.

On ruse of having lost anchor, the pilot of INTREPID convinced the Tripolitans on board PHILADELPHIA that the ship was a merchantman out of Malta and secured permission to make fast to the captured frigate's line. Decatur was up PHILADELPHIA's mid-chains in an instant, followed by sixty men and officers including Brown, who carried the entire fight to the Tripolitans with the sword, swept them overboard, and remained until flames appeared skyward from PHILADELPHIA's hatchways and ports. As INTREPID got from alongside the frigate, flames shot up to the top rigging and PHILADELPHIA's loaded guns became so hot they went off broadside to the town. Not more than fifteen minutes from time of boarding, the brave men were making their way out of the harbor under fire of enemy shore batteries.

The astonishing feat had been accomplished at the coast of only one man slightly wounded. Before they were out of the harbor, Brown had the satisfaction of seeing the PHILADELPHIA, a veritable torch, drift under the Bashaw's castle where she was completely consumed. Decatur reported the

LIBRARY OF CONGRESS

X- E182
.U5
4 - AUG 22
Copy ___ 1962
#113

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
NAVAL HISTORY DIVISION (OP 09B9)
SHIPS' HISTORIES SECTION

HISTORY OF USS HEERMAN (DD 532)

USS HEERMANN (DD 532) is named in honor of Fleet Surgeon Lewis Heermann, U. S. Navy.

Lewis Heermann was born in Cassel, Germany, on 3 August 1779. He was commissioned a Surgeon's Mate in the United States Navy on 8 February 1802. During the War with the Barbary States, 16 February 1804, Heermann was left in command of the bomb ketch INTREPID, while the gallant Stephen Decatur and his brave band boarded the captured frigate PHILADELPHIA in Tripoli Harbor, swept her Tripolitan crew overboard, and set the frigate ablaze in "the most daring act of the age."

Heermann returned to the United States on close of hostilities with the Barbary States in 1805, but soon took leave of absence to study in Europe until 1811 when he returned to active duty in the Navy. Largely due to his efforts in New Orleans, a bill was passed on 26 February 1811 authorizing the creation of our first naval hospital facilities at the several stations but it was not until after his death in 1833, that the first official U. S. Naval Hospitals were built. Practically all his naval service was at New Orleans with an interim appointment of unknown duration in 1830 as a Fleet Surgeon of the United States Squadron in the Mediterranean. This valiant pioneer of Navy medical care died in the service of the U. S. Navy in New Orleans in May 1833.

USS HEERMANN (DD 532) was built by the Bethlehem Shipbuilding Company of San Francisco, California. Her keel was laid 8 May 1942 and she was launched 5 December 1942, under the sponsorship of Mrs. Edward B. Briggs, wife of Lieutenant E. B. Briggs, United States Coast Guard Reserve, great-grandson of Fleet Surgeon Lewis Heermann. The destroyer was placed in commission on 6 July 1943, Commander Dwight M. Agnew, USN, in command.

After shakedown training out of San Diego HEERMANN joined the FIFTH Fleet on 21 October 1943 for the assault on the Gilbert Islands. She arrived off Tarawa in Rear Admiral H. W. Hill's Southern Attack Force on 20 November 1943. Her gunfire sank a small enemy craft inside Tarawa Lagoon on the first day of operation and the following two days were spent in close fire support of troops ashore. She returned to Pearl Harbor for voyage repairs and training until 23 January 1944 when she set course in the screen of an attack transport reserve force which steamed east of Kwajalein while Rear Admiral Turner's Joint Expeditionary Force made the initial landing on that Atoll the 31st. In the following two weeks HEERMANN patrolled off Kwajalein and operated in the screen of escort aircraft carriers launching strikes in support of troops ashore. On 15 February she opened up in the

PROPERTY OF THE
LIBRARY OF CONGRESS

X-E182
.U5

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
NAVAL HISTORY DIVISION (OP 09B9)
SHIPS' HISTORIES SECTION

4 - AUG 22
Copy 1962

#114

HISTORY OF USS OSTERHAUS (DE 164)

USS OSTERHAUS (DE 164) is named in honor of Rear Admiral Hugo Osterhaus, U. S. Navy.

Hugo Osterhaus was born at Belleville, Illinois, 15 June 1851. He graduated from the U. S. Naval Academy in 1871 and spent much time at sea in the following twenty-five years on board such famous fighting ships as ENTERPRISE, BALTIMORE, ATLANTA, SANTEE, MONTEREY and CINCINNATI. His duty ashore included tours at the Norfolk Navy Yard, The Navy Hydrographic Office, the Coast Survey and the Naval Academy. In 1905 he returned from the Asiatic Station to serve on the Court Martial Board at the Philadelphia Naval Shipyard, then became a member of the Board of Inspection and Survey in Washington.

He was promoted to Captain 19 February 1906 and took command of battleship CONNECTICUT (BB 18) on 4 April 1907. That flagship of the "Great White Fleet" was under his command as she cruised round the world 16 December 1907-22 February 1909. He left CONNECTICUT on 21 March to hoist his flag on battleship MINNESOTA as Commander of the Second Division, Atlantic Fleet. The following year he was promoted to Rear Admiral and became Commandant of the Mare Island Navy Yard with additional duty as Commandant of the Twelfth Naval District. On 1 June 1911 he assumed his duties as Commander-in-Chief of U. S. Atlantic Fleet, hoisting his flag in battleship CONNECTICUT (BB 18) and later transferring to the WASHINGTON. This duty ended in January 1913 when he became a member of the General Board of the Navy Department in Washington.

Rear Admiral Osterhaus was placed on the Retired List on 15 June 1913 but returned to active duty at the outbreak of World War I to serve as Supervisor of Naval Auxiliaries and finally as Director of Naval Districts, Navy Department. He was awarded the Navy Cross for exceptionally meritorious service in a duty of great responsibility in the Office of Naval Districts. Having spent more than half a century of active and devoted service in the Navy, he returned home in November 1920. Rear Admiral Osterhaus died 11 June 1927, at Castle Point, New York.

OSTERHAUS (DE 164) was built by the Federal Shipbuilding and Dry Dock Company, Port Newark, New Jersey. Her keel was laid 11 November 1942 and she was launched 18 April 1943, under the sponsorship of Miss Helen Osterhaus, Granddaughter of Rear Admiral Hugo Osterhaus, U. S. Navy. The destroyer escort was placed in commission at the New York Naval Shipyard on 12 June 1943, Commander Rowland H. Groff, USNR, in command.

PRODUCED BY
LIBRARY OF CONGRESS

X-E182
.U5

4 - AUG 22
Copy ____ 1962

#115

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
NAVAL HISTORY DIVISION (OP 09B9)
SHIPS' HISTORIES SECTION

HISTORY OF USS BUTTERNUT (AN 9) (ex-YN 4)

USS BUTTERNUT (AN 9) is named for a tree of the walnut family which produces a sweet-flavored edible nut. The net laying ship was built by the Lake Washington Shipyards, Houghton, Washington. She was launched 10 May 1941 and placed in service of the Thirteenth Naval District on 3 September 1941 under Officer-in-Charge Lieutenant Andreas S. Einmo, USNR.

BUTTERNUT completed fitting out in the Puget Sound Naval Shipyard, Bremerton, Washington. After antisubmarine net tending training in local operating areas, she was placed in commission at Seattle on 13 May 1942. Four days later she put to sea for a short stay in San Francisco, then sailed on 1 June 1942 for the southwest Pacific.

BUTTERNUT served as the escort for SS ELDRIDGE GERRY to her new base of Noumea, New Caledonia Island, where she arrived on 27 June 1942. Net operations in that port, the New Hebrides Islands and the Solomon Islands, were intervened by voyage repairs at Port Chalmers, New Zealand (Aug-Sep 1943) and overhaul in the Pearl Harbor Naval Shipyard (Nov 1943-Feb 1944). On 20 January 1944, while in Pearl Harbor, her hull classification was changed from YN-9 /Boom (Net) Tender) to AN-9 (Net Laying Ship).

BUTTERNUT arrived in Humboldt Bay, Dutch New Guinea, from the Solomons on 6 January 1945. On the 26th she took an ammunition barge in tow and joined a convoy bound for Leyte Gulf, Philippine Islands. The following two years were spent in net operations around Leyte and Samar, with a brief stay for repairs in Seeadler Harbor, Manus, Admiralty Island; and, major overhaul of her machinery at Manicani Island in Leyte Gulf. She departed the last named island on 24 February 1947 with a convoy which entered Apra Harbor, Guam, Marianas Island, on 9 March. Basing from Apra Harbor, she spent the next three years in duties that included passenger and freight service between Guam, Saipan and Truk; net laying and tending operations throughout the Marianas and in the Marshalls and Caroline Islands; and several tours of duty off Iwo Jima where she lay mooring buoys and assisted in the recovery, repair and replacement of submarine lines.

BUTTERNUT stood out of Apra Harbor on 19 June 1950 for repairs in the Pearl Harbor Naval Shipyard until 15 September, when she set course by way of Guam and Iwo Jima for Sasebo, Japan. She reached her destination on 28 October 1950 for net operations at that port and Yokosuka until 7 July 1951 when she sailed to resume patrol and buoy operations from Apra Harbor, Guam, Marianas Islands. She arrived in Pearl Harbor from Guam on 12 December 1951 for overhaul and left the Hawaiian Islands astern on 5 August 1952 for San Francisco. She passed under the Golden Gate Bridge on 15 August and was

LIBRARY OF CONGRESS

X-E 182
.U
4 - AUG 2 2
Copy ___ 1962
116

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
NAVAL HISTORY DIVISION (OP 09B9)
SHIPS' HISTORIES SECTION

HISTORY OF USS KING COUNTY (AG 157) (Ex-LST 857)

USS KING COUNTY (AG 157) was named for counties in northwest Texas and west central Washington, the former being a large-scale cattle ranching county which includes parts of three of the largest ranches in Texas; the latter having Seattle as county seat and includes a part of the Snoqualmie National Forest. Built as USS LST-857, she was assigned the name KING COUNTY on 1 July 1955.

KING COUNTY was built by the Chicago Bridge and Iron Company of Seneca, Illinois. Her keel was laid 19 September 1944 and she was launched 6 December 1944, under the sponsorship of Mrs. Beatrice Snow Major. The landing tank ship was commissioned as USS LST-857 at New Orleans, Louisiana, on 29 December 1944, Lieutenant Roy G. Parlier, USN, in command.

KING COUNTY completed shakedown training in St. Andrews Bay, Florida, then sailed from New Orleans on 1 February 1945 for the Pacific. Carrying a cargo of asphalt and smoke pots, she transited the Panama Canal, touched the Hawaiian and Marshall Islands, and arrived at Apra Harbor, Guam, Marianas Island, on 30 March 1945. She put her cargo ashore, then loaded bombs and ammunition which she delivered to White Beach, Iwo Jima. She cleared the last named beach on 14 May 1945 with 334 prisoners-of-war and 35 guards for transport to Apra Harbor where she took on a cargo of fog oil destined for Okinawa. Arriving off the Hagushi anchorage on 30 May, she transferred the liquid cargo to various fighting ships until 18 June, then sailed with freight and other cargo for Tanapag Harbor, Saipan, Marianas Island.

KING COUNTY completed voyage repairs in Tanapag Harbor, then loaded vehicles and equipment of the 463rd Army Signal Heavy Construction Battalion at Apra Harbor, Guam. After touching Saipan, she was outbound for Okinawa in an amphibious convoy of some 60 ships on 22 July. She placed her cargo on "Purple Beach 2", then loaded causeways at Saipan for transport to San Pedro Bay, Leyte, Philippine Island. She entered San Pedro Bay on 10 September 1945 for radar repairs, then received on board the men, trucks and equipment of the 650th Ordnance Ammunition Company as well as those of the 33rd Quartermaster Salvage Repair Company. She cleared Batangas Bay on 20 September 1945 with a convoy which reached Tokyo Bay the morning of the 29th. Shifting to Shiogama Harbor, Honshu, on 5 October, she debarked the men, vehicles and cargo of the 650th Ordnance Ammunition Company. She then sailed on 17 October for Yokohama where she unloaded the vehicles and equipment of the 33rd Quartermaster Salvage Repair Company. Her support of occupation forces in the Pacific terminated on 15 December 1945. She loaded trailers and amphibious vehicles at Saipan for transport to Pearl Harbor

LIBRARY OF

X-E182
U5 #117
4 - JUN 22
Copy ____ 1962

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
NAVAL HISTORY DIVISION (OP 09B9)
SHIPS' HISTORIES SECTION

HISTORY OF USS FORRESTAL (CVA 59)

USS FORRESTAL (CVA 59), first of a new class of attack aircraft carriers, is named in honor of James Vincent Forrestal, former Secretary of the Navy and our first Secretary of Defense.

James Vincent Forrestal, born 15 February 1892 in Beacon, New York, attended Dartmouth and Princeton, and enlisted in the Navy in May 1917. He served in the United States and overseas as a naval aviator until discharged as a lieutenant in July 1919. Between the World Wars he engaged in banking in New York City, and in June 1940 entered government service as an administrative assistant to the President. Two months later he became Under Secretary of the Navy, charged with building the world's largest Navy. His brilliant work in procurement and production led to his appointment as Secretary of the Navy in May 1944. Forrestal carried out this new assignment with such distinction that he was the natural choice as the first Secretary of Defense, a position to which he was appointed in September 1947, and in which he continued outstanding service to the nation. He resigned in March 1949 and died at Washington, D. C., 22 May 1949.

FORRESTAL (CVA 59) was launched 11 December 1954 by Newport News Shipbuilding and Drydock Company, Newport News, Virginia, sponsored by Mrs. James V. Forrestal, widow of Secretary Forrestal; and commissioned 1 October 1955, Captain R. L. Johnson in command.

From her home port, Norfolk, Virginia, FORRESTAL spent the first year of her commissioned service in intensive training operations off the Virginia Capes and in the Caribbean. An important assignment was training aviators in the use of her advanced facilities, a duty on which she often operated out of Mayport, Florida. On 7 November 1956, she put to sea from Mayport to operate in the eastern Atlantic during the Suez Crisis, ready to enter the Mediterranean should her great strength be necessary. She returned to Norfolk 12 December to prepare for her first deployment with the SIXTH Fleet in the Mediterranean, for which she sailed 15 January 1957.

On this, as on her succeeding tours of duty in the Mediterranean, FORRESTAL visited many ports to allow dignitaries and the general public to come aboard and view the tremendous power for peace she represented. For military observers, she staged underway demonstrations to illustrate her capacity to bring air power to and from the sea in military operations on any scale. She returned to Norfolk 22 July 1957 for exercises off the North Carolina coast in preparation for her first NATO Operation "Strikeback" in the North Sea. This deployment, between 3 September and 22 October, found her visiting Southampton, England, as well as drilling in the highly important task of coordinating United States naval power with that of other NATO nations.

PROPERTY OF THE
LIBRARY OF CONGRESS

X-E162
.U5
#118

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
NAVAL HISTORY DIVISION (OP 09B9)
SHIPS' HISTORIES SECTION

4 - JUN 22
Copy ____ 1962

HISTORY OF USS TALBOT (TB 15)

Lieutenant John Gunnell Talbot was born 16 August 1844 in Danbury, Kentucky, attended the Naval Academy, and was made Acting Midshipman in 1862. Appointed Lieutenant in 1870, he was serving in USS SAGINAW when she wrecked on Ocean Island in the Pacific. Talbot, together with four enlisted men, volunteered to go for assistance. Departing 18 November 1870 in an open boat, they endured great privation and suffering before reaching Kauai, Hawaii, some 1500 miles distant on 19 December. In attempting to land at Kalahikai Beach, the small boat capsized, and Lieutenant Talbot and three others were so weakened by their ordeal that all were drowned except for William Halford, Coxswain, who was able to effect the rescue of SAGINAW's crew.

TALBOT (TB 15) was launched 14 November 1897 by Herreshoff Manufacturing Company, Bristol, Rhode Island, and commissioned 4 April 1898, with Lieutenant W. R. Shormaker in command.

Departing Newport, TALBOT cruised along the east coast of the United States and on 2 August 1898 arrived at Havanna where she reported to the flagship and received mail for the blockading squadron. Shortly thereafter while off Matanzas en route to Key West she was struck by the tug, UNCAS, whose stem penetrated TALBOT's hull, causing considerable damage. The tug took TALBOT in tow and following temporary repairs she proceeded to Key West. On 15 August she got underway for New York Navy Yard.

TALBOT next was assigned duty as instruction ship for the Naval Academy midshipmen, arriving at Annapolis on 10 October 1898. During June 1899 she underwent alterations at the Norfolk Navy Yard and a liquid fuel plant was installed to enable her operation under the Bureau of Steam Engineering in experimental tests of fuel oil. Following completion of these tests in 1900 she was temporarily reconverted to a coal burning ship and was then reassigned to the Naval Academy.

On 20 February 1904 TALBOT was decommissioned and placed in the Reserve Torpedo Flotilla. Following a period of overhaul at the Norfolk Navy Yard from 17 August to 25 October 1904 she returned to commissioned status and resumed her duties at Annapolis, engaging periodically in special duty assignments. On 6 September 1906 she was placed "in-service" and the following June made a two-week cruise along the northeastern coast. On 14 September 1907 she was turned over to the Reserve Torpedo Flotilla, located first at Norfolk Navy Yard, and later at Newport, Rhode Island, where she operated also as a Coast Defense ship. While in reserve at

PROPERTY OF THE
LIBRARY OF CONGRESS

X-E182
.U5

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
NAVAL HISTORY DIVISION (OP 09B9)
SHIPS' HISTORIES SECTION

4 - JUN 22
Copy ___ 1962

#19

HISTORY OF USS ROBERT F. KELLER (DE 419)

USS ROBERT F. KELLER (DE 419) is named in honor of Ensign Robert F. Keller, U. S. Naval Reserve.

Robert Franklin Keller was born in Denver, Colorado, 16 January 1918 and completed his education at the University of Wichita, Kansas. He enlisted in the U. S. Naval Reserve at Kansas City on 14 February 1941 and accepted appointment as Aviation Cadet on 15 May of that same year. After training at Corpus Christi, Texas, and San Diego, California, he was transferred to Patrol Squadron Forty-three on 15 February 1942. Assigned with his squadron to assist in defending the Alaskan and Aleutian Islands areas, he gave his life in defense of our country on 14 June 1942.

Ensign Keller was posthumously awarded the AIR MEDAL for his courage and gallant devotion to duty in action against enemy Japanese forces during the Aleutian Islands Campaign. The Second Pilot of a Patrol Plane on 14 June 1942, he braved the severe Alaskan weather and with a low ceiling, forced his plane to fly through clouds to carry out its attack mission against Japanese ships in Kiska Harbor. He skillfully assisted in determined dive-bombing and strafing attacks. Pulling out in the clear and at a very low altitude, his plane was subjected to withering anti-aircraft fire from enemy ship and shore batteries which pierced his aircraft with shrapnel and lighter caliber projectiles. He went down and was lost with his plane.

USS ROBERT F. KELLER (DE 419) was built by the Brown Shipbuilding Company of Houston, Texas. Her keel was laid 12 January 1944 and she was launched 19 February 1944, under the sponsorship of Mrs. Peter S. Keller of Wichita, Kansas, mother of Ensign Robert Franklin Keller, U. S. Naval Reserve. The destroyer escort was placed in commission at Houston on 17 June 1944, Lieutenant Commander Raymond J. Toner, USNR, in command.

ROBERT F. KELLER completed fitting out at Galveston, Texas, and conducted shakedown training in waters of Bermuda before proceeding to the Boston Naval Shipyard where post-shakedown alterations were completed. She then escorted seaplane tender CURRITUCK (AV 7) to the Panama Canal, reaching Balboa on 7 September 1944 for further routing by way of San Diego and San Francisco, California. At the last named port she joined the escort of merchantman convoy which safely reached Pearl Harbor on 1 October 1944. With four other destroyer escorts which comprised Escort Division 72, she formed a close-knit anti-submarine warfare task group with the escort aircraft carrier ANZIO (CVE 57). The next two weeks were spent in Hawaiian

PROPERTY OF THE
LIBRARY OF CONGRESS

X-E182
.U5
#120

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
NAVAL HISTORY DIVISION (OP 09B9)
SHIPS' HISTORIES SECTION

HISTORY OF USS TORRANCE (AKA 76)

Torrance is a county in New Mexico.

(AKA-76: displacement 13,910 tons; length over all 459'2"; beam 63'; limiting draft 26'4"; speed 16 knots; complement 395; armament one 5-inch)

USS TORRANCE (AKA 76) was built for the Maritime Commission at North Carolina Shipbuilding Company, Wilmington, North Carolina, in 1944, acquired by the Navy in June of that year, and underwent conversion at the Bethlehem Steel Company, Hoboken, New Jersey. She was sponsored by Miss Marlene DeKay, grandniece of Vice Admiral E. S. Land, USN (ret.), and placed in commission on 18 November 1944, with Lieutenant Commander George A. Euerle, USNR, in command.

Following shakedown and training TORRANCE sailed via the Panama Canal to San Francisco where she took on maintenance materials for South Pacific bases. Departing 13 January she proceeded to Milne Bay, Hollandia, and Manus Island before continuing on to Leyte Gulf where she undertook combat loading as a unit of Transport Squadron Seventeen.

During late February and early March 1945, the ship anchored off Tarraguna, Leyte Island and was combat loaded with gear and men of the Army's Engineer Division, Regimental Combat Team # 305. From 14 to 17 March she participated in a training attack off Cabuagan Island.

Logistics were completed and on 21 March TORRANCE joined in convoy with Commander Western Islands Attack Group proceeding toward Kerama Retto. She participated in the action at the Kerama Retto Islands on 26 March 1945, however, her materials and men were reserved for the Okinawa landing. In compliance with the tactical plan the ship retired to an awaiting station ready to proceed to the target area on Okinawa should the embarked units be needed. During the early hours of 19 April TORRANCE joined with other ships of the division in a successful feint attack against the southeast coast of Okinawa.

She proceeded to Ie Shima to effect the transfer of combat supplies, and sailed next to Hagushi Beach where she unloaded the remainder of her cargo on Okinawa despite constant enemy air attacks, and shore bombardment which delayed completion until 28 April. TORRANCE reported two suicide planes splashed and assisted in downing others during this period.

She departed the Okinawa area for Saipan where she arrived 5 May. Ordered to return to the United States for repairs, she proceeded to San

PROPERTY OF THE
LIBRARY OF CONGRESS

X-E182
.U5 #121

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
NAVAL HISTORY DIVISION (OP 39B9)
SHIPS' HISTORIES SECTION

4 - JUN 22
Copy ___ 1962

HISTORY OF USS JOHN C. BUTLER (DE 339)

USS JOHN C. BUTLER (DE 339) is named in honor of Ensign John Clarence Butler, U. S. Naval Reserve, one of the brave pilots of Bombing Squadron Three, who gave his life in defense of our country in the historic Battle of Midway, on 4 June 1942.

John Clarence Butler was born in Liberty, Arizona, 2 February 1921, and enlisted in the U. S. Naval Reserve at Long Beach, California, on 19 February 1941. He terminated his enlisted service on 3 April of the same year to accept appointment as Aviation Cadet in the U. S. Naval Reserve and trained at Pensacola and Miami, Florida, before being ordered to Advanced Carrier Training Group of the U. S. Pacific Fleet for duty involving flying under instruction. He was then assigned to Bombing Squadron THREE which ordinarily based on aircraft carrier SARATOGA (CV 3) but that carrier was undergoing repairs to torpedo damage from a Japanese submarine attack that had occurred in Hawaiian waters. Thus it came about that his squadron was based on aircraft carrier YORKTOWN (CV 5) to assist in repelling the expected attack on Midway.

Ensign Butler was posthumously awarded the Navy Cross for extraordinary heroism and distinguished service as a pilot of Bombing Squadron THREE in action against enemy Japanese forces in the Battle of Midway on 4 June 1942. Defying the extreme danger from a concentrated barrage of anti-aircraft fire and fierce fighter opposition, Ensign Butler, with utter disregard for his own personal safety, participated in persistent and vigorous attacks against the Japanese invasion fleet. His gallant intrepidity and loyal devotion to the accomplishment of a vastly important objective contributed in large measure to the success achieved by our forces and were in keeping with the highest traditions of the United States Naval Service.

USS JOHN C. BUTLER (DE 339) was built by the Consolidated Steel Corporation, Limited, Orange, Texas. Her keel was laid 5 October 1943 and she was launched on 12 November 1943, under the sponsorship of Mrs. Walter C. Butler of Phoenix, Arizona, mother of Ensign John C. Butler, U. S. Naval Reserve. The destroyer escort was placed in commission on 31 March 1944, Lieutenant Commander John E. Pace, USN, in command.

JOHN C. BUTLER completed shakedown training off Bermuda on 18 May 1944 and entered the Boston Navy Yard for alterations before proceeding to Hampton Roads, Virginia. She put to sea on 5 June and transited the Panama Canal on the 11th bound for Pearl Harbor where she arrived on 26 June 1944. After serving in the escort of a convoy to Eniwetok Atoll in the Marshall Islands, she trained in Hawaiian waters with escort aircraft carriers,

PROPERTY OF THE
LIBRARY OF CONGRESS

X-E182
.U5
#122

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
NAVAL HISTORY DIVISION (OP 09B9)
SHIPS' HISTORIES SECTION

4 - JUN 9 9
Copy 1962

HISTORY OF SHIPS NAMED CONYNGHAM

USS CONYNGHAM (DDG 17) is the third ship of the Fleet named for Captain Gustavus Conyngham, Continental Navy.

Born about 1744 in County Donegal, Ireland, Gustavus Conyngham commanded the merchant brig CHARMING PEGGY in 1775. When his ship was interned in Europe, Conyngham sought and on 1 March 1777 obtained a captain's commission in the Continental Navy. As commanding officer, successively, of SURPRISE, and REVENGE, he became a terror to British shipping, taking some 60 prizes in 18 months. As a privateer he was captured in 1779, escaped to Europe, and was recaptured while returning to America in 1780. Exchanged a year later, he was in France preparing to cruise against the British when the war ended. He returned to the merchant service and commanded the armed brig MARIA during the Quasi-War with France. As a member of the Common Council of Philadelphia, he assisted in the defense of that city during the War of 1812. Captain Conyngham died 27 November 1819 at Philadelphia, Pennsylvania.

The first CONYNGHAM (DD 58) was launched 8 July 1915 by William Cramp and Sons, Philadelphia, Pennsylvania; sponsored by Miss A. C. Stevens, great-great-granddaughter of Captain Conyngham; and commissioned 21 January 1916, Lieutenant Commander A. W. Johnson in command.

CONYNGHAM (DD 58) had a displacement of 1090 tons; length overall 315 feet 3 inches; extreme beam 30 feet 7 inches; draft 9 feet 5 inches; speed of 29.5 knots; complement of 99 officers and men; armament four 4-inch, eight 21-inch torpedo tubes; Class TUCKER.

CONYNGHAM joined in tactics and war maneuvers off the coast in 1916 and in the beginning of 1917 sailed to the Caribbean for war games and fleet maneuvers. Returning to Norfolk 23 March she joined Fifth Naval District Patrol Force and with WADSWORTH (DD 60) and SAMPSON (DD 63) patrolled the approaches to Chesapeake Bay.

On 24 April 1917 CONYNGHAM sailed from Boston with her division for Queenstown, Ireland, the first destroyers to join English forces for duty after the entry of the United States into World War I. This force patrolled off the Irish coast and escorted convoys through the danger zone where German submarines attacked in force, also providing rescue services. When the British ship KARINA was torpedoed and sunk 17 August 1917, CONYNGHAM sped to her assistance and rescued 39 survivors. A similar distress call from the British ship HARTLAND 22 November resulted in the rescue of her 30-man crew by CONYNGHAM.

PROPERTY OF THE
LIBRARY OF CONGRESS

X-E182
.U5
#123

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
NAVAL HISTORY DIVISION (OP 09B9)
SHIPS' HISTORIES SECTION

4 - JUN 22
Copy —— 1962

HISTORY OF SHIPS NAMED MASSACHUSETTS

The battleship MASSACHUSETTS (BB 59) is the fourth ship of the Fleet named for the Commonwealth of Massachusetts, the oldest of the former New England colonies and leader in the successful fight for American independence. Massachusetts derives her name from an Indian word meaning "At or about the Great Hills".

The first MASSACHUSETTS was a full rigged ship of 750 tons with auxiliary steam power, constructed in 1845 in the Boston shipyard of Samuel Hall for trans-Atlantic service. She was built under supervision of Edward H. Delano for Mr. R. B. Forbes and was the pioneer in a line of auxiliary steam packets employed in the New York and Liverpool trade. Purchased by the War Department in 1847 for use as an Army transport during the Mexican War, she was then sent around to the Pacific coast where she was transferred to the Navy at the Mare Island Navy Yard on 1 August 1849.

MASSACHUSETTS had a length on deck of 160 feet, extreme beam 32 feet, 2 inches; depth of hold, 20 feet; draft, 15 feet; speed 5 to 8 knots, and a complement of 75 officers and men.

MASSACHUSETTS was commissioned in the Mare Island Navy Yard on 1 August 1849, Lieutenant Samuel R. Knox, USN, in command. She put to sea on 1 November 1849 for a cruise of several months to the Hawaiian Islands and then served the Joint Navy and Army Commission for the selection of sites for lighthouses and buoys along the western seaboard of the United States.

Lieutenant John C. Carter relieved Lieutenant Samuel R. Knox of command of MASSACHUSETTS on 2 March 1852 and she continued cruising off the lower California coast until 12 August, when she embarked Mr. William L. Hobson, to take passage for Valparaiso, Chile. She got underway and stood out of San Francisco Bay for the east coast of the United States, touching at Punta Arenas, Chile (19 Sep-1 Oct 1852), thence to Valparaiso where she arrived the night of 31 October. She cleared the bay on 14 November to transit the Straits of Magellan and came to anchor off the City of Rio de Janeiro on 31 December 1852. She put to sea from that port on 8 January 1853 and reached the Norfolk Navy Yard the afternoon of 17 March 1853. Lieutenant John C. Carter hauled down her colors on 18 March 1853 and put MASSACHUSETTS out of commission for repairs.

MASSACHUSETTS was recommissioned at Norfolk on 2 May 1854, Lieutenant Richard W. Meade in command. Purser Josiah Tattnall reported as a passenger for Rio de Janeiro on 29 June and she passed out to sea on 5 July for return to the coast of California. Touching Horta, Fayal Island (24-27 July) she reached Rio de Janeiro on 9 September and left that port

PROPERTY OF THE
LIBRARY OF CONGRESS

x-E182
.U5
#124
4 - JUN 22
Copy 1962

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
NAVAL HISTORY DIVISION (OP 09B9)
SHIPS' HISTORIES SECTION

HISTORY OF SHIPS NAMED LA SALLE

USS LA SALLE (LPD 3) is the second ship of the Fleet to bear the name. She is named for the city of La Salle, Illinois, which commemorates one of the most celebrated explorers and builders of the New France on the North American Continent.

Rene Robert Cavelier de La Salle was born in 1643 and left the religious life of a Jesuit Novitiate to become a great explorer and developer of America. He arrived in Canada from France in 1666 and developed a seigniory at Lachine. He later developed trade at Fort Frontenac and was granted a patent of nobility before returning to France where he obtained a patent to build forts, explore and trade. When he came back to America he brought with him Henri de Tonti who was his lieutenant in later enterprises. After building a blockhouse at the outlet of the Niagara River in 1679, he set out across the Great Lakes to what is now Green Bay, Wisconsin, thence by land along Lake Michigan to erect Fort Miami on the site of the present-day St. Joseph, Michigan. He next proceeded along the Illinois River where Fort Creve Coeur was built. He sent an expedition to the upper Mississippi while he returned to Fort Frontenac for supplies and returned to find the Illinois Posts deserted by Henri de Tonti whose work had been interrupted by Iroquois Indian attacks. La Salle organized an Indian Federation of the Illinois, the Miami, and small tribes to fight the Iroquois. Reunited with Tonti at Macinac Island, he descended the Mississippi River with a small party that reached the river mouth on 9 April 1682. He took possession of the whole Mississippi Valley in the name of France, calling the region Louisiana. La Salle completed Fort St. Louis in 1683 and left for France where he obtained power to colonize and govern the region between Lake Michigan and the Gulf of Mexico. He set sail from France in four ships, hoping to reach the mouth of the Mississippi, but disaster overtook the expedition. One ship was captured by the Spaniards, a second was wrecked and a third turned back to France. The coast of the Gulf of Mexico was such a sandy sameness to the eye that La Salle did not find the mouth of the Mississippi River, landing on the Texas shore, probably on Lavaca Bay which is an arm of Matagorda Bay. From here futile attempts were made to reach the Mississippi River overland. His men grew mutinous and the great explorer died in 1687 while attempting to find the Mississippi, murdered by his own men.

The first LA SALLE was built as a Maritime Commission C-2 type cargo ship by the Moore Dry Dock Company of Oakland, California. She was launched as the merchant cargo ship SS HOTSPUR on 2 August 1942, under the sponsorship of Mrs. Naomi S. Kehoe, 491 Staten Avenue, Oakland, California. Altered to carry troops under a merchant crew, she made one voyage before she was acquired by the Navy on 18 March 1943. She was commissioned as USS HOTSPUR

PHOTOGRAPHED BY THE
LIBRARY OF CONGRESS

X-E182
.U5
#125
4 - JUN 22
Copy ____ 1962

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
NAVAL HISTORY DIVISION (OP 09B9)
SHIPS' HISTORIES SECTION

HISTORY OF USS FLETCHER (DDE 445)

Frank Friday Fletcher, born 23 November 1855 in Oskaloosa, Iowa, was a member of the Naval Academy class of 1875. As Commander of the 1st Division, Atlantic Fleet, he directed the landing at Vera Cruz, Mexico, 21 and 22 April 1914, with distinction which won him the Medal of Honor. He was named Commander-in-Chief of the Atlantic Fleet later that year, ranking as Admiral from 10 March 1915 until completing his assignment in 1916. He served on the General Board until retiring on 23 November 1919, earning the Distinguished Service Medal for his meritorious service during World War I. Twice recalled for temporary active duty, he served in 1925 on a board studying the most effective use of aircraft in national defense. Admiral Fletcher died in New York City 28 November 1928.

FLETCHER (DD 445) was launched 3 May 1942 by Federal Shipbuilding and Drydock Company, Kearny, New Jersey, sponsored by Mrs. F. F. Fletcher, widow of Admiral Fletcher; and commissioned 30 June 1942, Lieutenant Commander W. M. Cole in command. She was reclassified DDE-445 on 26 March 1949.

FLETCHER (DD 445) had a displacement of 2,100 tons; length overall 376 feet 3 inches; beam 39 feet 8 inches; draft 13 feet; speed of 36 knots; and a complement of 273. Her armament consisted of five 5-inch guns, ten 21-inch torpedo tubes, six depth charge projectors, and two depth charge tracks. She was of the FLETCHER class.

FLETCHER arrived at Noumea, New Caledonia, 5 October 1942 from the east coast, and at once began escort and patrol duty in the Guadalcanal operation, bombarding Lunga Point 30 October. Sailing from Espiritu Santo 9 November to cover the landing of reinforcements on the embattled island, she joined in driving off a heavy enemy air attack on the transports 12 November, splashing several enemy aircraft. This was the opening phase of the Battle of Guadalcanal, a three-day air and surface action in which American naval forces fought so determinedly and tenaciously to hold control of the seas in the Solomons that the Japanese never again sent large naval forces into the waters around Guadalcanal. FLETCHER played an important part in the surface action off Guadalcanal 13 November, firing guns and torpedoes in the general melee which sank two Japanese destroyers and damaged battleship HIEI, later sent to the bottom by carrier and Marine aircraft.

X-E82
.U5
#126

4 - JUN 22
Copy — 1962

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
NAVAL HISTORY DIVISION (OP 09B9)
SHIPS' HISTORIES SECTION

HISTORY OF USS DIODON (SS 349)

USS DIODON (SS 349) is named for the Porcupine fishes which live among the weeds and corals of tropical seas. The Diodon is rarely used as food, being generally regarded as poisonous. The fish is covered by an armour of spines which stand erect when the alarmed Diodon inflates its robust body by gulping air.

DIODON was built by the Electric Boat Company of Groton, Connecticut. Her keel was laid 1 June 1944 and the fleet submarine was launched 10 September 1945, under the sponsorship of Mrs. Daniel Culliname, widow of Machinist Mate First Class Culliname who perished on board submarine GRUNION (SS 216) in 1942.

DIODON was placed in commission at the U. S. Submarine Base, New London, Connecticut, on 18 March 1946, Commander James M. Hingson, USN, in command. After local training in the New London area she put to sea on 29 April for a Caribbean shakedown cruise that took her to Bermuda, Rio de Janeiro and Bahia, Brazil; and Trinidad, British West Indies. She then transited the Panama Canal and joined Submarine Squadron SEVEN in San Diego, California, on 5 July 1946. Eleven days later she was bound northward with four submarines to conduct "Operation Iceberg" to the north of the Arctic Circle which was crossed on 29 July.

Alaskan waters were left astern on 14 August and DIODON spent the following months training along the coast of California out of San Diego. She departed that base on 17 February 1947 to take part in fleet problems and maneuvers in Hawaiian waters, returning home on 25 March for Fleet exercises along the California Coast. On 1 August 1947 she entered the Mare Island Naval Shipyard for a "Guppy" conversion which added snorkel equipment and streamlined her hull. She was also fitted with a larger battery capacity in an effort to allow her to attain greater submerged speed. This modernization overhaul was completed in March 1948 when she resumed training out of San Diego.

On 8 June 1948 DIODON again left San Diego for a stop at Kodiak, Alaska, thence to Arctic waters for special cold water operations. On 20 July she touched Adak for replenishment before continuing fleet problems on her way to the Hawaiian Islands. She cleared Pearl Harbor on 6 August 1948 for six months of operations along the western seaboard that included combined Fleet maneuvers off the north California and southern Oregon coasts during February and March 1949.

PROPERTY OF
LIBRARY OF CONGRESS

X-E182 .U5
#127
4 - JUN 22
Copy —— 1962

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
NAVAL HISTORY DIVISION (OP 09B9)
SHIPS' HISTORIES SECTION

HISTORY OF USS DORTCH (DD 670)

USS DORTCH (DD 670) is named in honor of Captain Isaac Foote Dortch, United States Navy.

Isaac Foote Dortch was born in Gadsden, Alabama, on 12 December 1883 and graduated from the Naval Academy in 1905. In the six following years his service included duty in battleships, IOWA, MISSISSIPPI, and DELAWARE. He reported to the Naval Academy in the summer of 1911 for aviation instruction, serving as Captain of the Naval Academy Team in the National Rifle Matches of 1913. That same year he joined destroyer CASSIN for service in the Mexican Campaign and was in command of destroyer WARRINGTON when the United States entered World War I. He then commanded destroyers WADSWORTH and TALBOT assigned to anti-submarine patrol and convoy escort in European waters. For distinguished service as commanding officer of the two latter ships, he was awarded the Navy Cross.

Captain Dortch was U. S. Naval Attache in the American Embassy of Buenos Aires, Argentina, from May 1922 to October 1924. During this time he had additional duty as U. S. Naval Attache for the American Embassy at Santiago, Chile. He reported on board battleship MISSISSIPPI in January 1925 and left in the fall of the following year to serve on the staff of the Naval War College at Newport, Rhode Island. His last sea duty was spent on board USS BLACKHAWK (AD 9), destroyer tender and flagship of Destroyer Squadron Five which he commanded. Captain Dortch died while in this command at San Francisco, California, on 4 June 1939.

USS DORTCH (DD 670) was built by the Federal Shipbuilding and Dry Dock Company of Kearney, New Jersey. Her keel was laid 2 March 1943 and she was launched 20 June 1943, under the sponsorship of Miss Mary Clare Dortch, daughter of Captain Isaac Foote Dortch, U. S. Navy. The destroyer was placed in commission at the New York Naval Shipyard on 25 August 1943, Lieutenant Commander Robert C. Young, USN, in command.

DORTCH departed from the New York Navy Yard on 25 August 1943, for trial runs, calibrations and test-firing her guns. By 1 September, she was underway for her shakedown cruise to Bermuda and Casco Bay, Maine.

DORTCH then proceeded to Hampton Roads, Virginia, departing on 24 October for Trinidad, B. W. I. to complete training prior to leaving for the Pacific. Until 15 November, she operated in the Gulf of Paria, off port of Spain, Trinidad with the light aircraft carrier LANGLEY. Returning to Norfolk, Virginia, on 19 November, DORTCH got underway for a full power run to Casco Bay, Maine, with the carrier INTREPID and the destroyer GATLING.

DORTCH started the long voyage to the Pacific on 3 December 1943, as part of the screen for the newly commissioned carrier INTREPID. By 9 December, the destroyer's stem was cutting the

PHOTOGRAPHED BY
LIBRARY OF CONGRESS

X-E182
.U5
#128
4 - AUG 22
Copy 1962

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
NAVAL HISTORY DIVISION (OP 09B9)
SHIPS' HISTORIES SECTION

HISTORY OF USS STEMBEL (DD 644)

USS STEMBEL (DD 644) was named in honor of Rear Admiral Roger N. Stembel, U. S. Navy.

Roger N. Stembel was born in Maryland and appointed Midshipman 27 March 1832. Prior to the Civil War he served in the West Indian, Mediterranean, Brazil, and China and East India Squadrons. On outbreak of the Civil War he was placed on special duty at Cincinnati, Ohio, to assist in establishing a naval armament on the Mississippi River and its tributaries. For the next two years he served in the Western Gunboat Flotilla, taking part in the engagements at Lucas's Bend on 9 September 1861; Belmont on 7 November 1861; Fort Henry on 6 February 1862; and the bombardment and capture of Island Number 10 during 16 March to 7 April 1862. He distinguished himself in the engagement with Confederate rams at Craighead's Bend, near Fort Pillow, Tennessee, on 10 May 1862. Seriously wounded in the last mentioned engagement, he was invalided and given shore duty. Rear Admiral Stembel retired 27 December 1872 and died in New York City on 20 November 1900.

USS STEMBEL (DD 644) was built by the Bath Iron Works Corporation, Bath, Maine. Her keels was laid 21 December 1942 and she was launched on 8 May 1943, under the sponsorship of Miss Mary Grace Helfenstein, first cousin, three times removed, of Rear Admiral Roger N. Stembel, U. S. Navy. The destroyer was placed in commission at the Boston Naval Shipyard on 16 July 1943, Commander T. H. Tonseth, USN, in command.

STEMBEL departed Boston Harbor in July 1943 for San Juan, Puerto Rico. At the last named port she joined in the escort of a cruiser carrying Secretary of State Cordell Hull to North Africa. She then transited the Panama Canal for Pearl Harbor where she was fitted out with a beacon light in the top of her mast in preparation for the Marshall Islands Campaign. She became a unit of the Fast Carrier Force under Rear Admiral Marc A. Mitscher that began a series of air strikes on 29 January 1944 to destroy Japanese air power and shipping in the Marshalls where the first invasion troops landed the 31st. STEMBEL was sent forward of the main group to act as a homing beacon for returning carrier aircraft. The light was visible for miles at night and her crew had the uncomforting feeling that enemy aircraft might home in on their ship. Her beacon light patrol continued until 8 February 1944. STEMBELL then steamed north with the fast carriers that launched devastating attacks on the powerful Japanese advanced fleet base at Truk Atoll in the Caroline Islands, 16-17 February 1944. That "impregnable" base was laid to waste. Enemy shipping losses there included 2 light cruisers, 4 destroyers, 3 auxiliary cruisers, 2 submarine tenders, 2 submarine chasers, an armed trawler, a plane ferry, and 24 auxiliaries which included six tankers. These losses include those ships sunk with

PROPERTY OF THE
LIBRARY OF CONGRESS

X-E 182
.U5
#129

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
NAVAL HISTORY DIVISION (OP 09B9)
SHIPS' HISTORIES SECTION

4 - JUN 9 2
Copy ___ 1962

HISTORY OF SHIPS NAMED PHOEBE

USS PHOEBE (MSC 199) is the second ship of the Navy to derive her name from a small migratory bird of the flycatcher family, native to North America. Characteristically, the eastern Phoebe flicks its tail up and down from side to side, flitting from the branches of trees, preferably near a stream, to catch passing insects. The eastern Phoebe is brownish gray on the upper parts with the head darker and slightly crested, and the underparts pale yellow and gray.

The first PHOEBE (AMc 57) was built by the Western Boat Building Company of Tacoma, Washington. She was acquired by the Navy on 31 March 1941 and placed in service of the Thirteenth Naval District at Tacoma, Washington, on 2 May 1941.

PHOEBE (AMc 57) had an overall length of 94 feet, extreme beam 25 feet, 3 inches; displacement of 176 tons, wooden hull, and was powered by diesel engine. She was armed with two .30 caliber machine guns, and equipped with acoustical, magnetic and "O" type minesweeping gear. Her trial speed was 11 knots and she had a designed complement of 3 officers and 14 enlisted men.

PHOEBE was assigned to the Northwestern Sea Frontier on 8 June 1943 and was tactical command ship for a group of four minesweepers that were assigned on 1 July 1943 to begin clearing a defensive minefield which had been planted in 1942 to protect Shagak Bay and Bay of Islands, Adak, Alaska. During this mission which continued until 4 August 1943, more than 340 mines were brought to the surface and exploded.

PHOEBE continued operations as a dan buoy ship in Alaskan waters throughout the remainder of World War II, having been assigned to the Alaskan Sea Frontier. She was ordered to proceed from Dutch Harbor to Seattle on 21 October 1945 and was placed out of service in the last named port on 17 December 1945.

PHOEBE (AMc 57) was delivered to the Maritime Commission who sold her to her former owner, The Western Boat Building Company, on 29 March 1946.

The second PHOEBE (MSC 199) was built by the Harbor Boat Building Company of Terminal Island, California. The wooden hulled, non-magnetic coastal minesweeper was launched on 21 August 1954, under the sponsorship of Mrs. Anne Elizabeth Gotch, wife of John G. Gotch, Governor of District 16-A of Rotary International, West Hollywood, California.

PHOEBE was placed in commission at Terminal Island on 29 April 1955, Lieutenant George D. Ferguson, USN, in command. She shifted to the Long

PROPERTY OF THE
LIBRARY OF CONGRESS

X-E182
.U5 #130

4 - JUN 22
Copy ___ 1962

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
NAVAL HISTORY DIVISION (OP 09B9)
SHIPS' HISTORIES SECTION

HISTORY OF USS POCOMOKE (AV 9)

A Sound on the east side of the Chesapeake Bay.

USS POCOMOKE (AV 9), formerly EXCHEQUER, was built in 1940 by Ingalls Shipbuilding and Dry Dock Company, Pascagoula, Mississippi, for the Maritime Administration; acquired by the Navy on 16 October 1940; and following conversion was commissioned 18 July 1941, with Commander L. T. Hundt, USN in command.

POCOMOKE (AV 9) displaced 8,950 tons. She had a length overall of 492 feet; extreme beam of 69 feet 6 inches; draft of 21 feet 2 inches; and a speed of 17 knots. She had a complement of 689 officers and men. She was armed with one 5-inch gun and four 3-inch guns.

When the United States entered World War II in December 1941, POCOMOKE was attached to Task Group 4.3 of the Support Force, Atlantic Fleet and tending patrol planes at Argentia, Newfoundland, in connection with escort operations. Her two patrol planes were employed to augment harbor patrol activities. On 9 January 1942 she departed Argentia en route to Norfolk, Virginia, where she entered the yard to receive conversion items and alterations.

Following training and exercises she got underway for Newport, Rhode Island, whence she proceeded on 20 May to Boston. On 21 May she weighed anchor in company with USS KEARNEY (DD 432), and USS LIVERMORE (DD 429) for Argentia to act as flagship for Commander, Task Force 24, and tender for Commander, Patrol Wing 7. Returning to Boston on 15 August, she soon left that port astern bound for Norfolk where she remained briefly before getting underway for Guantanamo Bay, Cuba, on 24 September. She discharged cargo there and at Trinidad, and steamed back to Norfolk on 8 October. On 30 October POCOMOKE got underway in company with GOLDSBOROUGH (DD 188), transited the Panama Canal, and anchored in Balboa Harbor. She departed on 14 November with six PT boats, but after two days out proceeded alone to Seymour Bay, Galapagos Islands. Thereafter she proceeded to San Diego, California, on 27 November, and then to San Francisco before beginning her first overseas tour, sailing on 2 December to Pearl Harbor where she discharged spare parts and supplies.

After a brief return to the west coast to take on additional supplies POCOMOKE voyaged again to Pearl Harbor on 4 January 1943, then proceeded under escort of USS BREESE (DM 18) to the Fiji Islands where she unloaded cargo. She steamed via Christmas Island to Pearl Harbor, departing that port on 5 February for the United States. Her third trip bearing supplies and spare parts to Oahu spanned the period from 23 February to 11 March when she returned to San Francisco.

PROPERTY OF THE
LIBRARY OF CONGRESS

X-E182
.U5
#131

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
NAVAL HISTORY DIVISION (OP 09B9)
SHIPS' HISTORIES SECTION

4 - JUN ? ?
Copy — 1962

HISTORY OF USS MARION COUNTY (LST 975)

USS MARION COUNTY (LST 975) is named for counties in the States of Alabama, Arkansas, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Mississippi, Missouri, Ohio, Oregon, South Carolina, Tennessee, Texas and West Virginia. Originally named LST-975, her name of MARION COUNTY was assigned on 1 July 1955.

MARION COUNTY was built as LST-975 by the Bethlehem-Hingham Ship Yard of Hingham, Massachusetts. Her keel was laid 1 December 1944 and she was launched on 6 January 1945, under the sponsorship of Miss Alice Jean Varian, daughter of Captain D. C. Varian, USN. The tank landing ship was commissioned as USS LST-975 on 3 February 1945, Lieutenant David S. Stanley, USN, in command.

MARION COUNTY completed fitting out in the Boston Naval Shipyard and after operations in the Chesapeake Bay, departed New York on 27 March 1945 for the Pacific. She transited the Panama Canal on 7 April and put ashore 53 military passengers at Balboa before continuing on to Pearl Harbor for amphibious warfare training in the Maui Operating Area of the Hawaiian Islands. On 1 June she left the Hawaiian Islands astern for Seattle where she embarked 119 Army troops and rolling stock which included heavy earth moving equipment for transport to Okinawa. She departed Seattle on 28 June 1945 and touched Hawaii, Eniwetok Atoll in the Marshalls, and Saipan in the Marianas on her way to Hagushi Bay of Okinawa where she arrived on 17 August. Her Army passengers and their equipment and cargo were ashore by 21 August and she departed on the 23rd for Saipan Harbor where she embarked men and rolling stock of the 2nd Motor Transport Battalion, Second Marine Division for transport to Nagasaki, Kyushu, Japan. She reached Nagasaki on 24 September and set course two days later for Leyte in the Philippine Islands.

MARION COUNTY entered San Pedro Bay in Leyte Gulf on 7 October 1945 and passed out to sea on the 13th for Davao Gulf, Mindanao, where she embarked men, cargo and vehicles of the Army's 52nd Field Artillery Battalion. These passengers and cargo were landed at Matsuyama, Shikoku, Japan, where she arrived on 25 October 1945. After a three-day visit to Hiro Wan, Honshu, she sailed for Manila where she arrived on 6 November to transport troops and equipment between the various ports of the Philippine Islands until decommissioned in Subic Bay on 16 April 1946. She was turned over to the Army for operations in the Far East until assigned to the Military Sea Transportation Service on 1 July 1950, manned by a civilian Japanese crew. On 28 August 1950 she was recommissioned in the Navy at Yokosuka, Japan, Lieutenant Arnold W. Harer, USN, in command.

PROPERTY OF
LIBRARY OF CONGRESS

X-E182
.U5
4 - JUN 22
Copy 1962
#132

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
NAVAL HISTORY DIVISION (OP 09B9)
SHIPS' HISTORIES SECTION

HISTORY OF SHIPS NAMED FRANKLIN

Benjamin Franklin (1706-1790) was born in Boston but moved at an early age to Philadelphia where his countless talents and unlimited energies found expression in successful contributions as a statesman, diplomat, scientiest, editor-author. During the Revolution he was appointed American Minister Plenipotentiary to the French Court enabling him to function also as the Navy's representative in Europe. He promoted the plan to bring the war to British shores, supporting Lambert Wickes' spectacular raids and enabling John Paul Jones to perform his daring feats providing funds, attending to purchases and repairs, and determining questions of authority and discipline. His astute and visionary policies merit for him deserved recognition in the annals of the infant Navy as well as esteem as a founder of the United States.

The first FRANKLIN, a schooner, was originally a Marblehead fishing vessel who was fitted out by order of Colonel Washington in 1775. She was part of the small fleet of schooners under the command of Commodore John Manly that captured numerous British vessels. She was returned to her owner in 1776.

The second FRANKLIN, built at Philadelphia in 1795, was captured by Tripolitan corsairs in 1802, and sold to the commercial agent of the Bey of Tunis. She was purchased on 27 April 1805 by Captain James Barron at Trieste.

FRANKLIN displaced 155 tons; length 72 feet 4 inches; beam 22 feet 4 inches; complement of 16; and her armament consisted of 8 guns.

In June 1802 FRANKLIN was ordered to Syracuse, Sicily, where she was placed in charge of Lieutenant Jacob Jones to accommodate officers seized from the frigate PHILADELPHIA, and recently released from a Tripolitan prison. From July to September she served as storeship for the Mediterranean Squadron and on the 24th departed for the United States with General William Eaton, U. S. Navy Agent to the Barbary Powers, embarked.

Following an overhaul at Washington Navy Yard she voyaged to New Orleans with crew and supplies for that station. Again in December 1806 she carried a company of marines and munitions for the New Orleans station. There she was turned over to the Navy Agent for disposal and on 21 March 1807 was sold.

The third FRANKLIN, a ship-of-the-line, built in 1815 under the supervision of Samuel Humphreys, was the first vessel to be laid down at the Philadelphia Navy Yard.

X-E182
.U5 #133
4 - JUN 22
Copy 1962

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
NAVAL HISTORY DIVISION (OP 09B9)
SHIPS' HISTORIES SECTION

HISTORY OF USS CHARLES E. BRANNON (DE 446)

USS CHARLES E. BRANNON (DE 446) is named in honor of Ensign Charles E. Brannon, U. S. Naval Reserve, one of the gallant and brave pilots of Torpedo Squadron Eight who gave his life for his country in the historic Battle of Midway, on 4 June 1942.

Charles Edward Brannon was born 2 August 1919, the son of Mr. and Mrs. William Tappan Brannon of Montgomery, Alabama. He enlisted in the U. S. Naval Reserve on 14 April 1941 and accepted appointment as aviation cadet on 15 May of the same year. After training at the Naval Air Stations at Pensacola and Miami, he was assigned to the Advanced Carrier Training Group of the U. S. Atlantic Fleet. He subsequently joined Torpedo Squadron Eight on board aircraft carrier HORNET (CV 8). His squadron of fifteen torpedo planes took off from HORNET the morning of 4 June 1942, and having become separated from their fighter escort, found three enemy aircraft carriers and went in alone to press home their attacks. They were met by overwhelming fighter opposition about eight miles from the three enemy carriers but followed all the way in to launch their torpedoes and were shot down one by one. Ensign George H. Gay, USNR, was the only surviving pilot of this famed and heroic squadron. Slightly wounded, he reached the surface as his plane sank and hid under a rubber seat cushion to avoid strafing as he witnessed the greatest carrier battle in history. Torpedo pilots from aircraft carriers ENTERPRISE and YORKTOWN followed the example of Ensign Brannon and other gallant men of Torpedo Squadron Eight. Of forty-one torpedo pilots and planes from the three American carriers, only six returned. These courageous pilots drew the enemy fighters and anti-aircraft away from the dive bombers of ENTERPRISE and YORKTOWN which were virtually unopposed in their attacks of destruction on three Japanese aircraft carriers.

Ensign Charles Edward Brannon was posthumously awarded the Navy Cross for extraordinary heroism and meritorious devotion to duty as a pilot of a Navy torpedo plane in action against enemy Japanese forces in the Battle of Midway, on 4 June 1942. In the first attack against an enemy carrier of the Japanese invasion fleet, Ensign Brannon pressed home his attack in the face of withering fire from enemy Japanese fighters and anti-aircraft batteries, thereby contributing to the success of our forces. Because of events attendant upon the Battle of Midway, there can be no doubt that he gallantly gave his life in the service of his country. His courage and utter disregard for his own personal safety were in keeping with the highest traditions of the United States Naval Service.

USS CHARLES E. BRANNON (DE 446) was built by the Federal Shipbuilding Company of Port Newark, New Jersey. Her keel was laid 13 January 1944 and she was launched 23 April 1944 under the sponsorship of Army Nurse Lieutenant

PRESENTED TO THE LIBRARY OF CONGRESS

V-E182
.U5 #134
4 - AUG 22
Copy ___ 1962

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
NAVAL HISTORY DIVISION (OP 09B9)
SHIPS' HISTORIES SECTION

HISTORY OF SHIPS NAMED WIDGEON

USS WIDGEON (MSC 208) is the second ship of the Fleet named for the American Widgeon (Mareca americana), a fresh-water duck often called the "baldplate".

The first WIDGEON (AM 22) was built by the Sun Shipbuilding Company of Chester, Pennsylvania. Her keel was laid 8 October 1917 and she was launched on 5 May 1918, under the sponsorship of Miss Mildred V. Moyer of Philadelphia, Pennsylvania.

WIDGEON, originally classed as a minesweeper, had a length overall of 187 feet, 10 inches; extreme beam, 35 feet, 6 inches; displacement of 950 tons; mean draft of 9 feet, 10 inches; speed of 14 knots; and a designed complement of ten officers and sixty-two men. Her original armament was two 3-inch .50 caliber guns and two machine guns.

WIDGEON was commissioned 27 July 1918 and assigned to the North Sea Minesweeping Detachment as well as minesweeping along the eastern seaboard. She was decommissioned on 15 April 1922 to be equipped as a salvage ship for duty under the Commander of Submarine Divisions, U. S. Pacific Fleet. Recommissioned on 5 March 1923, WIDGEON carried out most of her operations in Hawaiian waters, acting as a submarine rescue ship, recovery ship for experimental submarine mines, and as a training ship for student divers. In 1926 she was fitted out in the Pearl Harbor Naval Shipyard to serve as a submarine rescue and salvage ship, though her new hull classification and number were not assigned until 12 September 1929 when she became WIDGEON (ASR 1), our first officially designated submarine rescue and salvage ship. She continued her operations in the Hawaiian area in the years preceding the United States entry into World War II.

After the Japanese attack on Pearl Harbor, 7 December 1941, WIDGEON pumped flooded compartments of battleship CALIFORNIA and assisted in her salvage for the next five days. She then shifted alongside the battleship NEVADA, aground across from Hospital Point, assisting that mighty fighting ship with salvage assistance and miscellaneous services through 18 February 1942. Thereafter, she resumed her primary duties of submarine rescue and training ship in Hawaiian waters. This service terminated on 7 September 1943 when she sailed for overhaul in the Mare Island Naval Shipyard and temporary service as submarine rescue ship on the West Coast in relief of submarine salvage ship ORLOTAN. On 5 May 1944 she sailed for Hawaii to again take up her duties as submarine rescue and training ship out of Pearl Harbor. Torpedo recovery and target towing took up much of her time in Hawaiian waters which were the scene of her operations throughout the remainder of World War II.

x-E182.U5
4 - AUG 2 2
Copy ___ 1962
#135

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
NAVAL HISTORY DIVISION (OP 09B9)
SHIPS' HISTORIES SECTION

HISTORY OF USS LSM-276

USS LSM-276 was built by the Federal Shipbuilding and Dry Dock Company of Newark, New Jersey. Her keel was laid 11 August 1944 and she was launched on 20 September 1944. The medium landing ship was commissioned at the New York Naval Shipyard on 16 October 1944, Lieutenant James E. Hemsworth, USNR, in command.

USS LSM-276 departed New York on 17 October 1944 for amphibious warfare training out of the Naval Amphibious Base of Little Creek, Virginia. She stood out of Norfolk on 26 November for Key West, transited the Panama Canal on 6 January 1945, and made her way to San Diego for a month of operations before sailing for Pearl Harbor and three months of amphibiuos warfare training in Hawaiian operating areas.

On 11 May 1945, LSM-276 departed Pearl Harbor to exchange passengers and cargo at the island bases on Eniwetok in the Marshalls, Guam in the Marianas, and Leyte in the Philippine Islands. She arrived at the last named destination on 4 June 1945, exchanged cargo and passengers, then sailed for Tulagi, Florida Island, in the Solomons where she arrived on 30 June 1945. She beached on Kokum Beach of Guadalcanal on 2 July to load stock and general cargo of the United States Army for transport by way of the Russell and Marshall Islands to Apra Harbor, Guam. She entered Apra Harbor on 17 July, then embarked men of the 77th Infantry Division at Saipan for transport to San Pedro Bay, Leyte, Philippine Islands.

LSM-276 arrived in San Pedro Bay on 16 August 1945 and spent the next few weeks transporting dry provisions from merchant shipping to other amphibious ships in need. On 14 September she shifted to Agoo Beach, Luzon, to embark 49 Army officers and men along with their vehicles, equipment and gear for transport to Wakayama Beach, Honshu, Japan. After sending her passengers and cargo ashore, she shuttled from attack transports to land more occupation troops and equipment ashore at Wakayama. On 1 October 1945 she departed for Buckner Bay, Okinawa. At the last named base she embarked 47 Army Air Force officers and men along with Army dry provisions. She arrived in Wakayama on 7 November 1945 to send her troops and provisions on shore, then passed out to sea three days later for drydock repairs in Apra Harbor, Guam. She left Apra Harbor astern on 4 March 1946 for the Hawaiian Islands and was routed onward to San Francisco, California.

LSM-276 arrived in San Francisco on 22 April 1946 and departed the 19th of June for inactivation overhaul in the Northwest Marine Shipyard of Portland, Oregon. She was decommissioned on 21 September 1946 at the Tongue Point Naval Station Port Docks, Astoria, Oregon. She was assigned

A-E182
.U5 # 136

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
NAVAL HISTORY DIVISION (OP 09B9)
SHIPS' HISTORIES SECTION

4 - AUG 2 2
Copy ____ 1962

HISTORY OF USS PORTAGE (PCE 902)

USS PORTAGE (PCE 902) is named for cities in Pennsylvania and Wisconsin.

Portage, Pennsylvania is located in the southwest central part of the state on the Conemaugh River where the chief industry and products are silk mills, bituminous coal, and timber.

Portage, Wisconsin is the seat of Columbia County, on both the banks of the Wisconsin and Portage Rivers. A portage here, between Wisconsin and Fox rivers, was first crossed by Louis Joliet and Father Marquette in 1673 and was later used by other early explorers, missionaries, and traders. Portage canal now follows this route. Portage is the site of Fort Winnebago dating back to 1828, and the restored Indian agency house which dates back to 1832. It is also the birthplace of Frederick J. Turner, imminent nineteenth century historian whose famed thesis concerning the influence of the continuing American frontier in shaping the character, spirit and ideals of the nation, gained wide acclaim and was reflected in a continuing school of historical interpretation.

USS PORTAGE (PCE 902), a 185-foot steel hulled escort and patrol ship, was built by the Willamette Iron and Steel Corporation of Portland, Oregon. Her keel was laid 29 January 1943 and she was launched 5 June 1943, under the sponsorship of Miss Marjean McElvain, daughter of shipbuilder employee Mr. Earl S. McElvain. The escort and patrol ship was placed in commission on 30 April 1945, Lieutenant Thomas E. Murphy, USNR, in command.

PORTAGE completed shakedown in local operating areas out of San Pedro, California on 22 June 1945. She was then assigned to the Hawaiian Sea Frontier and spent the following four years in a series of weather patrol on air-sea rescue lanes reaching towards the Aleutian Islands. She was decommissioned and placed in reserve at Philadelphia on 11 December 1949.

PORTAGE was reactivated on 11 April 1950 and departed Philadelphia on 2 May to serve in the Great Lakes Naval Reserve Training Squadron out of Milwaukee, Wisconsin. She arrived at her new home base on 17 May 1950 and was placed in full commission on 11 December 1950. In the following twelve years she has played an important role in the afloat training of mid-western naval reservists.

LIBRARY OF CONGRESS

X-E182
.U5
4 - AUG 22
Copy ___ 1962

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
NAVAL HISTORY DIVISION (OP 09B9)
SHIPS' HISTORIES SECTION

HISTORY OF USS REPUBLIC (AP 33) [ex-USS PRESIDENT GRANT (S.P. 3014)]

USS REPUBLIC (AP 33) was the former SS PRESIDENT GRANT, luxury liner of the Hamburg-American Lines. She was built in 1907 by Harland and Wolff, Limited, Belfast, Ireland. After several years of trans-Atlantic passenger service she was interned at New York in 1914 and seized there on 6 April 1917 when the United States entered World War I. Turned over to the Navy, she was commissioned as USS PRESIDENT GRANT (S.P. 3014) on 30 July 1917 for operations as a troop transport. During this service she made sixteen round trips between New York and ports of France, carrying a total of 40,104 passengers on her eastbound passage, and a total of 37,025 passengers on her westbound returns to New York.

USS PRESIDENT GRANT was turned over to the War Department for operations by the Army on 6 October 1919, serving as the United States Army Transport REPUBLIC. During the period January to November 1920, she made two trips to repatriate Czechoslovakian troops from Siberi to Trieste. After a trip to France, she was delivered by the Army to the United States Shipping Board in March 1921. Until 1924 she lay at Norfolk, then was placed on North Atlantic passenger service under the United States Lines. In 1931 she again was transferred to the War Department to operate as an Army troopship, USAT REPUBLIC.

After alterations, USAT REPUBLIC made three trips to San Francisco, Hawaii, and Manila, with two visits to China and one stop in Japan. In 1932, far eastern ports were excluded and USAT REPUBLIC continued her regular New York-Honolulu run until June 1941.

USAT REPUBLIC was turned over to the Navy Department on 21 July 1941 and commissioned the following day as USS REPUBLIC (AP 33). After a run from New York to Iceland, she sailed to San Francisco. In November she departed for the Southwest Pacific. During the period December 1941 to February 1942, her ports of call included the Fiji Islands, Brisbane and Sydney, Australia. Between March and November 1942, REPUBLIC operated on the San Francisco-Honolulu run, completing a total of seven voyages. For the next two years, 1943 and 1944, she operated out of San Francisco, transporting troops and supplies to Honolulu and the Southwest Pacific. Visited ports included Fiji, Samoa, Noumea, Guadalcanal, Sydney, Funa Futi, Hollandia, and others.

REPUBLIC returned to the United States in early 1945. She was decommissioned at New Orleans on 27 January 1945 and turned over to the War Department for conversion to an Army hospital ship. Her name was stricken from the Navy List of Ships on 8 February 1945.

PROPERTY OF THE
LIBRARY OF CONGRESS